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FREE: THREE 1980 125s INSIDE

MOTOCROSS

FEBRUARY 1980 • \$1.25 UK60P

ACTION

MAGAZINE

**TRANS-
USA:
ONE IS NOT
ENOUGH**

**HONDA CR250R:
FLYING FOOL**

**TONY D:
WASHED UP?**

**CAN-AM:
ONE-
TWO-
FIVER**



USPS 986-340



SUPERFOX

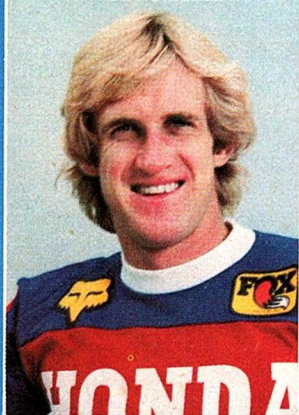
Graham Noyce, Brad Lackey, Mark Barnett, Rex Staten, Steve Wise, Donnie Cantaloupi, Larry Wosick and many other pro riders depend on the SUPERFOX PROS' LINE. The SUPERFOX clothing line stands for a new standard of excellence in design, quality and price.

MOTO-X FOX and Team YOKO combined their expertise to produce

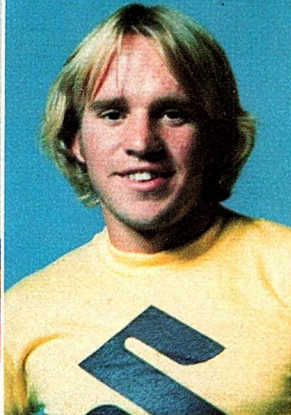
SUPERFOX pants and gloves, combining leather and synthetic fabrics in colorful new designs, that not only look good, but fit good.

The SUPERFOX PROS' LINE is rapidly becoming the favorite of riders from the Grand Prix circuits in Europe, to the National tracks on the AMA Circuit, to local race courses in your state. It's your best buy.

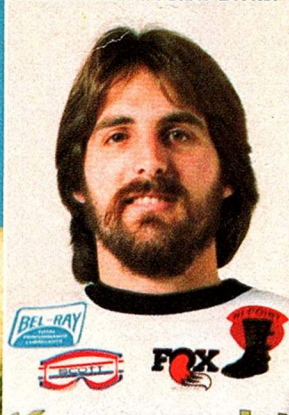
World Champion 500cc
Team Honda's **GRAHAM NOYCE**



Superbowl Champion
Team Suzuki's **MARK BARNETT**



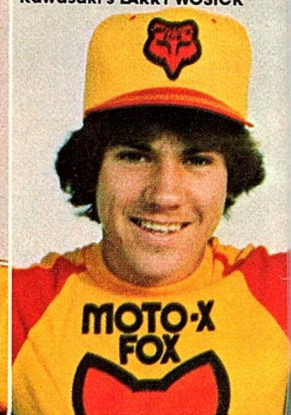
Grand Prix Star
Team Kawasaki's **BRAD LACKEY**



Team Yamaha's **REX STATEN**



Rookie of The Year 250cc Team
Kawasaki's **LARRY WOSICK**



SUPERFOX PANTS

The best buy available. Why pay more when you can get the exact quality demanded by riders like Graham Noyce, Brad Lackey, Mark Barnett, Rex Staten, and Larry Wosick.

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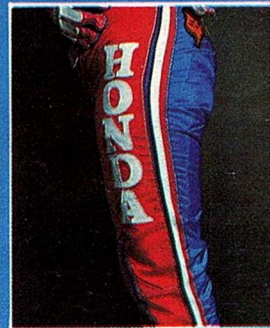
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PROS' LINE

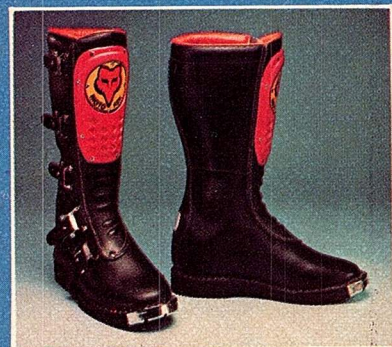
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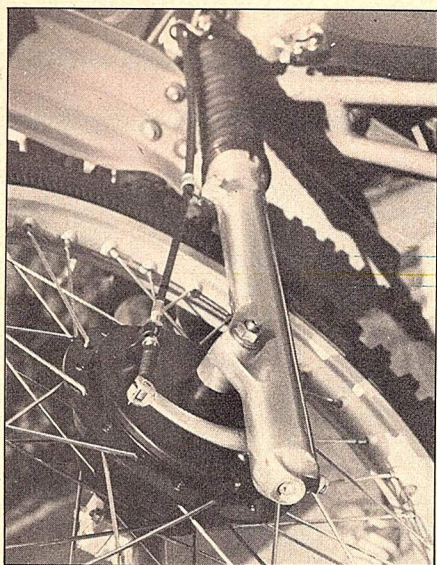
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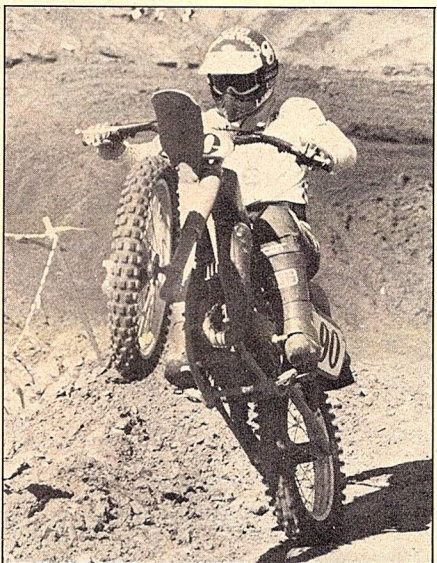


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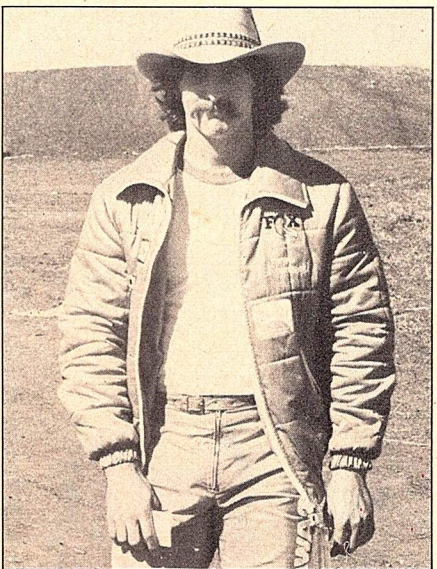
MXA 2



HONDA CR250R



CAN-AM 125



TRANS-USA

MOTOCROSS

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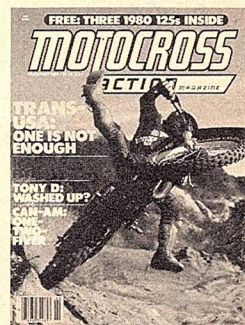
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COVER:— National number 11 and MXA test rider Clark Jones gives himself a thrill on the new Honda CR250R. Photo by Ketchup Cox, whose laundry is done by Mrs. Cox.

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On The Mainjet

By Dick Miller

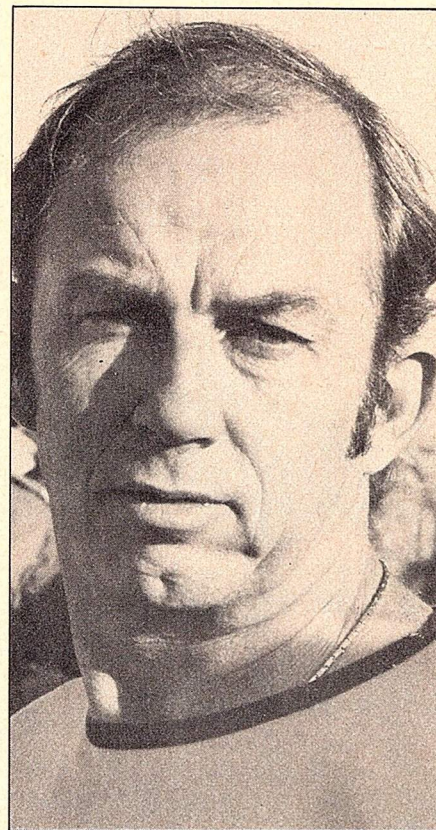
□ Five years! It's hard to believe that we are now looking for MOTOCROSS ACTION's sixth Rider of the Year. When we started this selection process in 1974 our thinking was to give something back to the same sport that gives us enjoyment and keeps clothes on our backs. We know we are fortunate to have a job that lets us pursue our hobby and make a living from it also, so we felt that it was only proper that we try to honor the individuals who have achieved importance in the sport and help perpetuate it, hence the ROY award.

Trying to think of a proper award or prize for the individual motocrosser you pick as your number one motocross rider for the year was difficult. We knew that to give away a motorcycle or related products wasn't very meaningful, since whoever won it would obviously be a rider who earned a substantial amount of money and had access to anything in the motorcycle product line without having to pay for it. Also, there were the obvious sponsorship problems. We couldn't very well give the winner a motorcycle unless it was the same brand that he rode for, and so it would be for any similar product.

Of course, the next best thing that came to mind was a vehicle with four wheels instead of two, and ideally one which could carry a motocross bike. A mini-truck fit the bill perfectly. With accessories, we figured it would run out at about \$5000, which was a worthy gift indeed for the recipient. It was, in fact, a gift that any one of us at the magazine would like to have for ourselves, and probably one that any of you wouldn't mind having also. But that's as it should be. We wanted to give something to the ROY winner that was worthy of your and our appreciation. Of course, since then, like everything else, the cost has gone up, and now the mini-truck is in the \$7-8000 bracket with the goodies added.

Our first ROY winner in 1975 was Roger DeCoster, and although the rest of the winners since have been appreciative, Roger was overwhelmed, which surprised us. The then four-time World Champion told us that it was the nicest thing that anyone had ever given him, and the fact that it was a popular vote of MXA's readers made it especially nice and more meaningful. Roger went on to win another World Championship the next year, but was runner-up in our balloting to a sensational and popular young American motocrosser by the name of Marty Smith.

It was that same year, though, that a new name, Bob Hannah, was rocking the American motocross world seemingly from out of nowhere. He dethroned Smith in the



125 National Championships, won the Winter-Am series and has been setting motocross records ever since. Bob Hannah became our third Rider of the Year.

In 1978, by virtue of winning the 500 National Championship and his continuing popularity, Marty Smith became our first repeat winner of the ROY award. Bob Hannah became another repeat winner in 1979 by winning virtually everything in the sport except for a GP or World Championship.

Three motocross stars have won MXA's Rider of the Year award during the last five years, and now it's time for you to pick our sixth. As in the past, we are not going to set any stipulations or give you any suggestions. We know each of you has his particular champion in mind for whatever reason, and we value your judgment. On our ROY ballot somewhere in this issue and continuing for the next four months we will include a list of the present motocross champions for your information and a list of previous winners. On the back of the ballot, like last year, will be a questionnaire which will help us to know you better and give us input for making MXA a better magazine. Please fill out both sides before you send it to us. We know it's a drag for some of you to desecrate the magazine by tearing out a coupon, so we made it easy for you and gave you a whole page.

(continued on page 66)

Jody's Box

By Jody Weisel

□ *Brringgg!!! Brinnngg!* Six o'clock in the morning. *Brringgg!* Wham! Big Ben jostles me out of a warm bed, and a dream about a school of fish. Waking up is no problem by the time I have tap danced barefoot across the cold linoleum bathroom floor.

Hum, race at the Dunes today. It is about 80 miles. I could make it in two hours if I wasn't cursed with a 1970 Jody-mobile pickup truck. The mystic curse of motorcycle racers is Japanese pickup trucks. There are few things on earth more uncomfortable to drive a long distance. Or more dangerous; a head-on with anything larger than a June bug is instant endo. Luckily, mine has a lot of power. I pulled a Batavus out of the Safeway parking lot last week. When I get two bikes, gas cans, toolbox, awning, lawn chairs and Asia, the dog, inside, it becomes a wheezer. The brakes only work two ways: not at all and full-on E-brake.

For the Dunes I carry my leathers with me, but for Saddleback I put them on before I leave the house. Either way, you lose out in the fashion contest. If I put them on at the track I risk being known in the trade as a flasher, and if I put them on at home I look like a fool at the gas station standing there in bedroom slippers, T-shirt and Moto-X Fox leathers.

Loading the truck on Sunday morning is a thrill. I'm always running a little late. Let's see... gas, oil, tools, boots, equipment, the dog, oh yeah... the bike! I wish I could load it up the night before, but in my neighborhood a lot of the so-called motorcyclists make Clyde Barrow look like a shoe clerk. I used to wear JT gloves with my name across the back, but people would always steal one of them. What the world wants with a smelly glove that says *Jody* across the back I'll never know. I wish they would steal both of them at the same time, then I wouldn't spend two hours looking everywhere for the missing one.

Now, I have to get rolling if I want to make it on time. This is really a pretty good car, even if the suspension feels like it was designed by CZ. Whoa! E-brake and hang a U-ee! There was a Winchells donut shop! Donuts are great things on race day. They look great, and taste mediocre. They gum you up better than anything this side of oatmeal.

I'm making really good time up Interstate 5. The dog is down on the floor scrounging through some old Jack-In-The-Box wrappers. She found a week-old scoop of French fries. I hope she doesn't break any teeth.



Hey, there go some bikes the other way. They must be going out to Chicken Licks Raceway. No money being paid at Chicken Licks. There is never a purse at Chicken Licks. I used to race there every Friday night. It was an exceptionally challenging course... the challenge was to find your car or the porta-can in the dust. They finally solved that problem by working out a schedule of races that coincided with the typhoon rain season. Farmers used to plant and picnickers plan their weekends based on what was happening at Chicken Licks that day.

"Want to go watch the Angels play the Yankees on Sunday?" asks baseball fan and part-time racer Jimmy Mac.

"Nope, they're having a race at Chicken Licks on Sunday, so the game will be rained out!" I'd reply.

Everyone who ever raced at Chicken Licks had a dust story. I slid out in a tight corner on an exceptionally thick, windless

Friday night, only to be run over by three other blind fools. Quick as a bunny, I restarted and roared off down the straight, only to plow right into the flagman. The flagman was casually ambling down the track to see why that particular dust cloud wasn't moving.

The next week at the riders' meeting the suicidal tendencies of the flagmen were discussed, and the promoter said, "If they get in your way, just run into them!" From the back of the riders' meeting came a voice asking, "Can we go through their pockets to pay for damages?"

There is Magic Mountain. The Dunes is the exit after Tiny Naylor's restaurant. Not a single breakdown the whole 80 miles. Of course, anything that doesn't exceed 45 should never break. Boy, there aren't very many cars here. In fact, there aren't any cars here! Let's see that ketchup-stained copy of *Cycle Muse*. Ohhh... the 10th, not the 3rd! □

THIS YEAR'S NEWEST, COSTLIEST 250

More travel, more power, better handling and much more . . . it's all there in the new Maico M-1. A new frame, new forks and rubber mounted bars produce the plushiest ride and surest steering ever. It's a clean, lean profile with a low center of gravity, good ground clearance and a seat height you'll like.

A 40mm. carb, bigger air box, new cylinder transfer ports and a snake-like pipe configuration increase usable horsepower. Travel? There's 12.2 inches up front and a full 12 in the rear.

Big changes and little refinements too, it's all here. Like a new plastic gas tank that mounts without bolts. Maico engineers compare the importance of the M-1 design to forward mounted shocks. That single change sliced at least two seconds off average lap times. The M-1 accomplishes a similar improvement... a two second advantage in a single model year.

So don't compare price tags this year without checking out total bike performance. You are going to spend more for any racing bike you buy this year. Why not spend a few dollars more for a Maico. You're going to get a lot more motorcycle for your money.

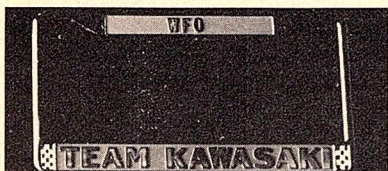
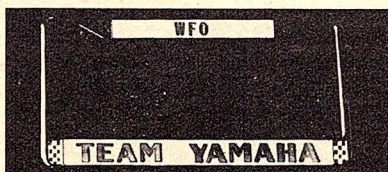
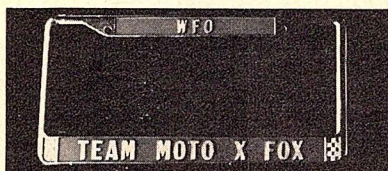
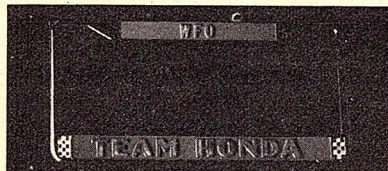
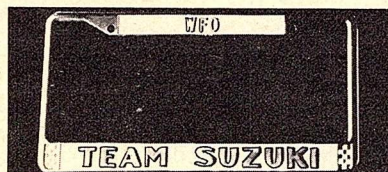


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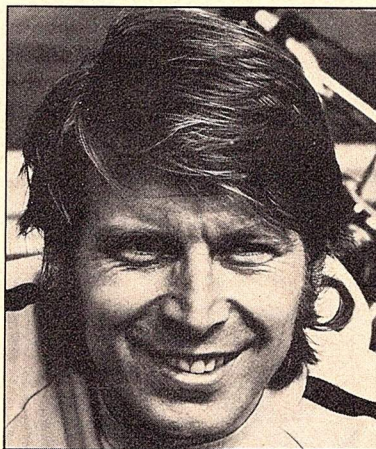
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Dirt

DeCoster Interview



Roger DeCoster signs with Honda after nine years with Suzuki and he talks about it in an exclusive interview with MXA which will be out next month. Why did he change brands after all this time, and what are his plans with Honda? Will he race again, and if so, where and when? Read about it next month!

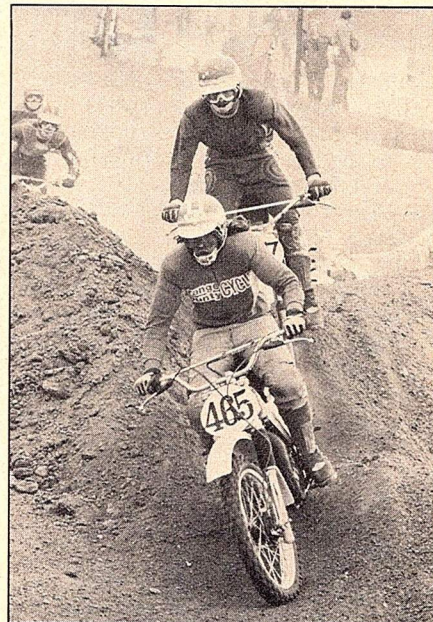
CLAIM JUMPERS AMBUSHED

The AMA has finally passed on its final decision on the claiming rule. The rule, which allowed privateers to buy the winning machines for a set price, was suspended last year after it was used for the first time by a privateer. The AMA pulled the rule for revision, but only after warning the factories not to bring in any exotic equipment. The new rule for the 1980 equipment has no claiming provisions, and allows water-cooling on any bike. The end of the claiming rule should bring about the debut of the fancy factory water-cooled 125s into the National scene, and further widen the gap between the teams and the privateers.

WHERE ARE THEY NOW?

Bruce Baron, the rubber man of motocross, who was a fixture on the National motocross circuit for four years before retiring, now works at the MGM Grand Hotel in Reno. Baron was the first rider on Team Honda and played a part in the early testing of Honda, Yamaha and Kawasaki motocrossers in America.

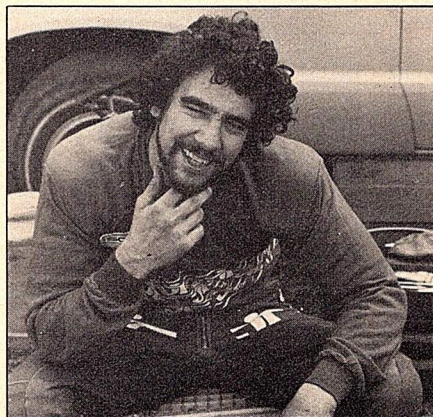
The Baron enjoys his life in Reno, and says he hasn't touched a motorcycle in over a year, but plans on going trail riding up to Lake Tahoe soon. What with all the



chorus girls, gambling and night life in Reno, it's a wonder that Bruce remembers what a motorcycle is.

BELL MINI MOTO III

Bell Helmets is expected to release a child-size version of the massively popular Moto III motocross helmet. Currently the III is popular with the NMA minicycle set, but the sizing leaves a lot to be desired. The new helmet will come in sizes that will fit the standard elf all the way up to your 83cc gnome.



Billy "Sugar Bear" Grossi is back on the tracks again. Grossi and former Suzuki teammate Tony D. surprised each other by pushing through tech inspection recently with identical Husqvarnas.

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- ☐ EI "Blue Magnum" Carburetor ... \$120.00
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- ☐ Team Yamaha Works Bars (hard chr.) \$24.95
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BULTACO MAKES A RETURN
Bultaco, the Spanish manufacturer, has kept a low profile for the last two years, but now they are planning a comeback. The new 1980 Bultacos will reportedly have new frames, motors, plastic and hopefully transmissions. In a surprise note, the American version of the MK will have Simons forks, Thor swingarms and Works Performance shocks. The 1980 Bults include a 250 and a 450. Even reed valves and primary kickstart are rumored.



MOPED MOTOCROSS IN SOCAL
Saddleback Park and the NMA have joined together to open up Moped Motocross on a regular basis. The first two events have been promising, with unbelievably close racing, with un-rugged as a regular MX track, but has its share of hills and jumps. The riders come out in full force on a plethora of usual machines. The classes are Stock, Modified, and Under-16. For more info on Moped Motocross (MPX), contact the NMA, 12143 Studebaker Road, Norwalk, California 90650.



In America's first-ever Moped Motocross, a snarling pack of high-powered factory bikes go-for-it.

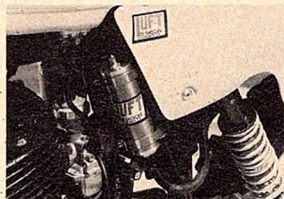
**WE
DO IT
ALL FOR YOU!**

Luft Racing



HANNAH "COVER UP"
The finest in Yamaha replacement seat covers made from heavy-duty material, double stitched, with large white lettering and lightning bolt. Used by Team Yamaha's Bob Hannah. Available for '77-'80 125s, 250s and 400s.

ONLY \$19.95

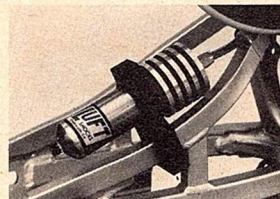


SUZUKI and KAWASAKI RESERVOIR REBUILD KITS*

Make your old shocks better than new with the LUFT reservoir kit. Kit includes two aluminum body reservoirs... larger than stock... special PJ-1 shock oil; featuring greater oil capacity, less heating... no fade. Adjustable pressure, lighter weight. This kit can be installed by you with our easy-to-follow instructions.

ORDER YOURS TODAY — \$74.50

*Available for all Suzuki and Kawasaki reservoir shocks.



THE "RADICAL" RT RESERVOIR KIT '78-'79 YZ's Only

This reservoir is the ultimate for monoshock performance. Kit includes finned aluminum reservoir; lightweight aluminum mounting bracket; No. 6 braided stainless steel aircraft line. Kit also includes travel and special LUFT valving. Monoshock must be sent to LUFT for installation. 24-hour service.

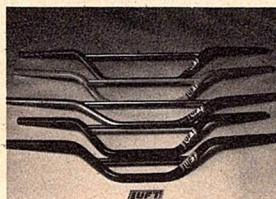
ALL FOR \$175 INSTALLED.



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When you talk about Yamaha reservoirs this is the one that everyone knows... its success over the past three years speaks for itself. 24-hour factory installation required. All kits include travel and valving when requested.

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Answer Bars. The finest for you. Made of 4130 chromoly steel. Bars available in:

- Yamaha OW-high Hannah or OW-low Burgett; also used by Maico's Danny "Magoo" Chandler.
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- Suzuki RH Replica designed and used by Team Suzuki, Works great on XR and XL Hondas.

JUST \$22.95

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Luft Racing

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Chatsworth, California 91311
(213) 998-8845

Dealer inquiries invited.
Send \$2 for catalog and sticker.

□ □ □

MONTESA GETS REORGANIZED

Montesa has been announcing a new motocross program for 1980, but up until recently the western half of the United States was being run under a caretaker distributorship. Now, Cosmopolitan Motors, the eastern distributor, has agreed to handle the Spanish flyers nationwide. New dealership applications are being taken for the complete line of Montesa trials and motocross machines by contacting Cosmopolitan Motors in Hatsboro, Pennsylvania.

□ □ □

TEAM SUZUKI SHAPES UP

The Suzuki team has made very few changes for the 1980 season. Brian Myerscough is currently the lone 125 campaigner, but he may be getting a teammate early in the year. Mark Barnett will probably move up to the 250 class to join Kent Howerton. Danny LaPorte and Darrell Shultz will try to put the double whammy on the 500 class.

□ □ □

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Send a photo of yourself, or someone you care about, to be painted in an action scene on the face of this sturdy, all-purpose watch.

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☐ Soccer ☐ Skateboard

\$31.95—The Basic

Full one-year service warranty.

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Name on watch _____

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ALLOW 6-8 WEEKS FOR DELIVERY.

FOX FACTORY SHOX...

A SOPHISTICATED NEW ERA IN SUSPENSION TECHNOLOGY

IT'S A NEW ERA:

Over a year of intensive engineering and testing has gone into the development of an exciting new spring shock absorber that's finally good enough to carry the FOX FACTORY label. FOX FACTORY SHOX may look similar to others on the market, but significant engineering details make all the difference. The heart of any shock is its piston. Bob Fox has applied for a patent on the new piston he designed for FOX FACTORY SHOX.

The same rugged simplicity of construction in FOX AIRSHOX is built into FOX FACTORY SHOX. So now you have the choice of either the world's finest air shock absorber, or the world's finest spring shock absorber.

PROGRESSIVE DUAL RATE SPRINGS:

In order to provide the optimum response over both large and small bumps, there is a wide choice of progressive dual rate springs. No other manufacturer offers the same variety of springs.

FADE-FREE DAMPING:

Our exclusive new piston design provides dyno-proven fade-free performance from ambient temperatures to over 300°F, higher than any ever encountered on a race track. These are the most completely tunable spring shocks ever offered. Compression and rebound damping, both low and high speed, can be precisely adjusted to match varying requirements. All adjustments are independent of one another and no exotic tools are needed.

REBUILDABLE:

FOX FACTORY SHOX are completely rebuildable. They can be taken completely apart and reassembled in only 10 minutes using simple tools.

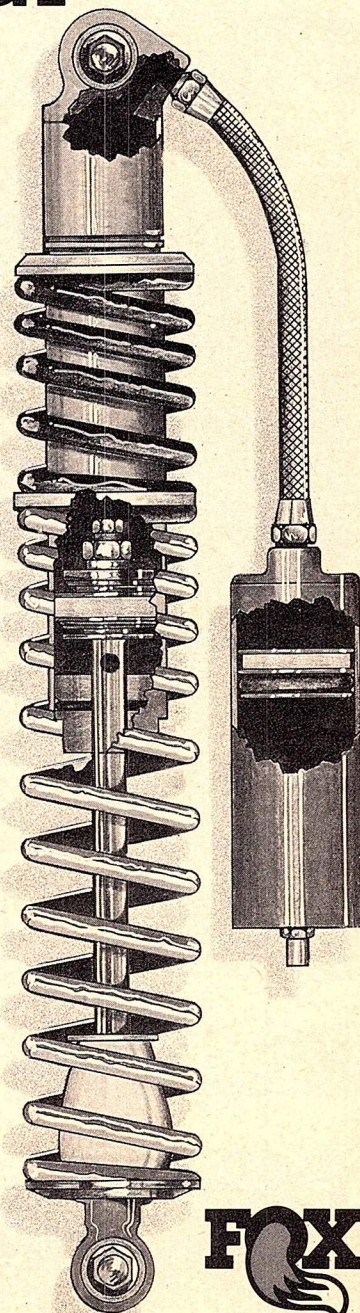
Available for \$275.00 complete with springs and reservoirs at finer dealers worldwide. Or order direct (Calif. residents add sales tax) from:

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520 McGlinchy Lane
Campbell, CA 95008 (408) 371-1221



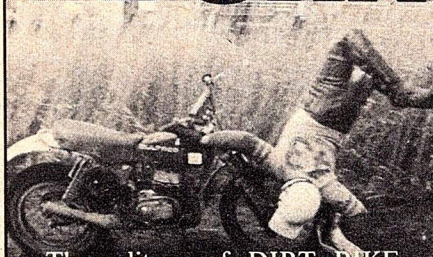
FOX
FACTORY INC.



CRASH



AND BURN



The editors of **DIRT BIKE** Magazine present an all new collection of mind-boggling wipeouts, tipovers, tangles, dumps, clods and crashes. Past issues of **CRASH AND BURN** have become collector's items, and for good reason.

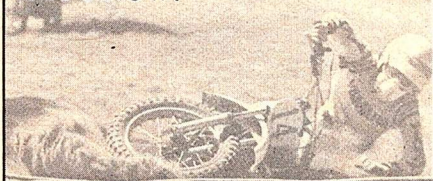
CRASH & BURN 1980
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MX8-2

Name _____

Address/ Apt. # _____

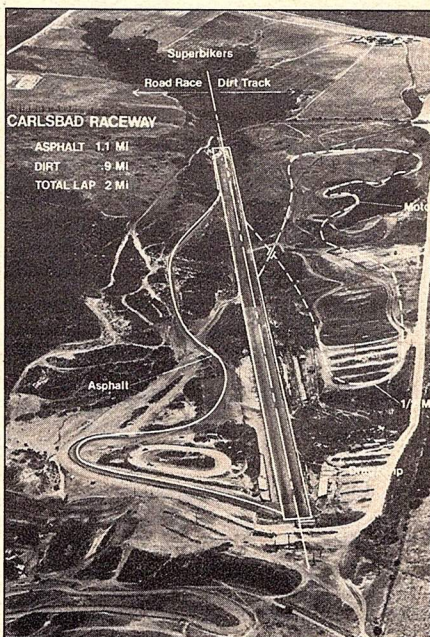
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Please enclose \$2 for each copy ordered, plus 50 cents per copy for postage and handling. Orders not including postage cannot be processed. Make checks payable to Hi-Torque Publishing.

Dirt



SUPERBIKERS

Carlsbad Raceway is going to be the site of a special ABC Wide World of Sports program called "Superbikers." Trippe-Cox, promoters of the 500cc USGP, will be presenting a special one-day race for TV that offers a unique format. The Super-

bikers course is half motocross and half road race. Since the cancellation of the Olympiad of Motorcycling, this is the only chance for the different arts of racing to come together. Roger DeCoster and Road Race World Champ Kenny Roberts have reportedly signed to appear. The field will be made up of the biggest names in road racing, dirt track and motocross.

It will be a good chance to see King Kenny burn up the asphalt, while Noyce, Bell and DeCoster smoke the dirt. Watch your local listings.

□ □ □



Hakan Carlqvist and Graham Noyce wintered in Southern California. If you come from Sweden and England, a little sun is hard to find in January.

Used by pro riders who want the competitive edge.



simons forks

Switch to Simons Forks, the last word in rigidity and strength, and eat up the competition.

- Full 10", 11", 12" of travel
- Superior rigidity
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□ □ □

THE YAMAHA TEAM FOR 1980

Yamaha won the 125, 250 and Super-cross Championships in 1979 and they want that missing Trans-USA and 500 Championship back in their stable. The new Yamaha team will be Broc Glover and Donnie Cantaloupi in the 125 class, Marty Tripes and Bob Hannah in the 250 class, with Mike Bell, Rick Burgett and Rex Staten going all-out for the 500 crown.

The two new additions, Tripes and Cantaloupi, give additional depth to the Yamaha effort in classes that it already has the premier riders in. But the National motocross circuit has a three-year curse, and both Glover and Hannah have been wrapping up championships at such a rate that the finger of fate has Yamaha looking for back-up riders.

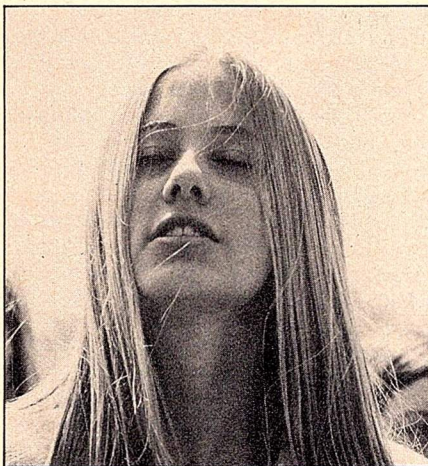
□ □ □

TIE THE KNOT

Remember that outrageous photo of Nils-Arne's sister a few years back that had you ready to pack your bags and take off for Sweden? Well, that's exactly what Bill Buchka did after wrenching Graham

Noyce to the 500cc World Championship. He and his betrothed tied the knot and will now be traveling the European race circuit as Mr. and Mrs. Bill and his new bride will be making their home in a secluded cabin deep in the forest of Finland. It's so remote that their nearest neighbors are a couple of grizzly bears.

□ □ □



This fine pit filly has a universal lament: being cursed with a slow boyfriend.

Learn Motorcycle Repair ★ TRAIN AT HOME TO BE A Motorcycle Mechanic



If you like to ride a cycle for fun... learn how to fix it for profit! Can you imagine a better way to earn your living, whether you choose to work in a cycle shop for someone else or decide to start your own cycle repair business? Now, thanks to North American, there's a fast, easy way to get training at home in your spare time. No need to quit school or your job. Experts show you step-by-step everything from minor tune-ups to major overhauls.

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Professional tools plus your North American "know how" help you become a skilled mechanic. We teach you how to use wrenches, sockets, impact screwdrivers, timing lights, electrical test instruments, compression gauges, vacuum gauges, degree wheels, soldering irons, ignition wrench sets, dial indicators and much, much more! We even include a set of special cycle tools and instruments to get you started fast! Find out all about it now. Send for FREE CAREER INFORMATION. No cost, no obligation... now or ever! Rush coupon today.

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Rush free color brochure and full information on how I can learn motorcycle repair. Check here for GI or VA □.

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CITY _____ STATE _____ ZIP _____



CAN YOU FIND YOURSELF IN THIS SUNDAY TRAFFIC?

If you do, then maybe you're using the wrong kind of body fuel!

Pro riders Bob Hannah, Danny LaPorte, Jim Weinert, Darrel Shultz fuel-up every Sunday with Super Pro I and Super Pro II vitamins. That's part of the PDQ Motocross Nutrition Plan.

If it's fuel you need to "stay ahead" of the SUNDAY traffic, then shouldn't you rely on the PDQ Motocross Nutrition plan like the pros do?

Call or write to: PDQ Motocross Nutrition
8156 State Route 303
Windham, OH 44288
(216) 326-2553

THE BODY FUEL OF THE PROS!

Mail Entries

JUST LYING AROUND?

Dear MXA,

I'm the best MX rider in my town. But I'm also the only MX rider in my town.

I was wondering if you guys had any Fox Shox just lying around that I could have. If you do, please have Jody deliver them personally. I want to race him to see just how good he is. I also want a female pen pal between 15 and 17 years old.

Dick Greathouse

219 First Ave.

Rouseville, Pennsylvania 16344

(You sure do want a lot.)

WHAT'S HE TALKING ABOUT?

Dear MXA,

I'd like to know how to get points. Do you get points on how many passes you make? How many laps you do? Good jumps, or what?

Burt Jorgensen

St. Joseph, Michigan

MOTO-BIRTH CONTROL

Dear MXA,

I was once told that riding motocross can also work as a contraceptive. From what I hear, it kills all the little sperms. For my girlfriend's sake, is it true?

"Rider" Rick Tamburo

Delair, New Jersey

(Only if they're laying out on the track.)

BIKE STASH

Dear MXA,

I am in my first year at the University of Virginia and want to race around here this spring. Since I am from Pennsylvania, it is necessary that I find a place in Virginia to keep my bike and a ride out to the tracks. If anyone can help me find a place to keep my bike and/or a ride to the tracks, please contact me; I can be reached at: (804) 295-2226, J. Theurkauf, 345 Courteray, Station 2, Charlottesville, Virginia 22904.

Jaimie Theurkauf

Chester Springs, Pennsylvania

(Can anybody help ol' Jaimie out there?)

LOW-RIDER RM

Dear MXA,

I want to know where I can get some hydrolic chocks for my low-rider. Does Moto-X Fox or Ohlins make hydrolic chocks? I also want to know where I can get a skid plate for my low-rider RM. Does JT Racing have any zoot suits?

Raul Mendes

Pachuco Flatz, Barstove,
California

BIONIC MXERS

Dear MXA,

Last week I was out ridin' and as I was pulling a fourth-gear wheelie I flipped the bike over. As I picked myself up from the ground, I realized I could only stand on one leg. After a while I finally got my bike started and rode home. Unfortunately, after a talk with my folks I ended up at the emergency entrance to the local hospital. While waiting for doctors, nurses, radiologists and the like, it was confirmed that I had dislocated my kneecap and pulled ligaments in my left knee joint.

As time passes and I start to heal, I don't want this happening again. (The doc said it would be easier to get this type of knee injury a second time.) I would like to know what racers like Tony D., Magoo, Ellis and Jammin' Jimmy have done to make their knees stronger so that it seems they are back in the saddle in no time at all.

Jeff Jackson

Battle Creek, Michigan

(The best advice we can give you, Jeff, is to follow the advice of a good physical therapist. They're specially trained to handle a variety of situations. Tony D., Magoo and the rest of the top MXers all see a therapist after they see their doctor, and follow their advice.)

WHO'S GOT IT?

Dear MXA,

Where can I get a Bob Hannah clock?

Peter Neuffer

Prince Edward Island, Canada

(Try DG Performance Specialties, 1170 Van Horne, Anaheim, California 92806; (714) 630-5471.)

WHERE CAN I GET IT?

Dear MXA,

I own a 1970 YZ250F Yamaha. I was wondering if I could get an aluminum silencer like the one Bob Hannah uses, or one similar to it. Where can I get it, how much would it cost, and would it give me good results?

Desperate

Laurel, Mississippi

(Eddie Cole at Answer Products makes an aluminum silencer for the Yammer, and it sells for \$39.95 and is lighter than stock. The good results are up to you.)

PRE-JUMP LUMPS

Dear MXA,

I'm 14 years old and starting to think about motocross seriously. I have a used YZ100 and it needs some work. What I'm wondering is if I should go ahead and spend a lot of money on parts and moto-

cross wear (that's a lot of money for a 14-year-old kid!), or just start racing with what I have (boots and a helmet)?

By the way, I read your article (Paper Training) on how to pre-jump a jump just like Marty Tripes, and tried it myself. Unfortunately I endoed my bike (which scared the you-know-what out of me). Fortunately I survived it and now can do it just like Marty Tripes!

"Bonzai Bob" Max

Medina, Ohio

(It's a tough decision to forego racing to save up the bucks for equipment and machine mods, but like your get-off attempting the pre-jump bump demonstrates, it pays to have as much protective gear on as you can afford and your bike in as top-notch a condition as possible. But then again, when we first started racing we only had boots, jeans, jersey, a helmet and a rat bike.)

HANNAH TWIN

Dear MXA,

I live in England, and my brother looks exactly like Bob Hannah. In fact, he looks more like Bob Hannah than Bob Hannah does. So please ask Bob Hannah to send us his latest works YZ so we can see if my brother is the real Bob?

Paul Welton

London, England

SOMETHING TO STRIVE FOR

Dear MXA,

I would just like to salute Team Buckeroo, and especially Bob Hannah for his advancements in motocross and for giving crazy kids who love the sport of motocross something to strive for in life... being number one. Good luck, Bob!!

Roger Bird

Baltimore, Maryland

IT LOOKS BITCHEN

Dear MXA,

You bumbling idiots! Why didn't you test the last Pursang (Mk Eleven)? I bet you guys are too scared to test something that isn't green, yellow, or red. I saw a photo of it the other day and it looks bitchen!

If you don't test it, I will cut off all Bel-Ray (MC-1) supplies to SoCal, and you will be forced to race on dead stock DT-1s ('68-vintage, of course)!

I dare you to test the new Bul. If not, watch out! No more Bel-Ray. Ve vant Pursangs! You will be zorry!

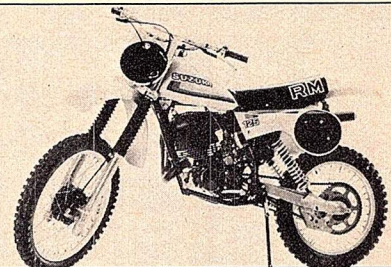
"Stick" the Bul Kid

Mildura, Victoria, Australia

Win Me!

Win Me!

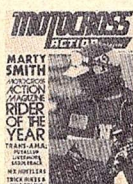
Win Me!



1980 ROY AWARD VOTE FOR MR. MOTOCROSS



1975



1976



1977



1978



1979



1980

MXA'S SIXTH ANNUAL RIDER OF THE YEAR

Yes, it's that time of year when we start polling MXA's loyal readers to find out who you think deserves to be MOTOCROSS ACTION MAGAZINE'S RIDER OF THE YEAR for 1980.

All you have to do is decide for yourself who in the fast-paced world of motocross set themselves apart from the rest of the pack during the year. From European heroes to American superstars, outdoors or at the megabuck stadium events, it's up to you to decide who is going to drive away from the Superbowl of Motocross with a sanoeed-out four-wheel-drive Toyota mini-truck.

MX CHAMPIONS, 1979

WORLD

125cc
Harry Everts
250cc
Hakan Carlqvist
500cc
Graham Noyce

NATIONAL

125cc
Broc Glover
250cc
Bob Hannah
500cc
Danny LaPorte

SUPERCROSS

250cc
Bob Hannah

TOP GP AMERICAN

Brad Lackey

TRANS-USA

Kent Howerton

FIVE-TIME WORLD CHAMP

Roger DeCoster

YOUR OFFICIAL BALLOT
MIGHT BE ONE OF THREE
DRAWN BY THE NEW ROY
WINNER AT THE SUPERBOWL
OF MX FOR A BRAND-NEW
1980 HONDA CR125,
OR KAWASAKI KX125,
OR SUZUKI RM125T.

The deadline is June 1st, 1980,
using the official ballot from
MXA. Determination of the win-
ner and any pertinent decisions
thereof will be decided by the
editors of MXA.

**PLEASE FILL OUT BOTH
SIDES OF THIS PAGE**

RIDER OF THE YEAR BALLOT

Fill in the name of your choice for the MOTOCROSS ACTION RIDER OF THE YEAR together with your name and address in case your ballot is drawn and mail it to: MOTOCROSS ACTION/ROY AWARD, P.O. Box 317, Encino, California 91316.

I, being a bonafide motocross fan and faithful
reader of the magazine, hereby cast my vote for

My name is: _____

Address _____

City/State/Zip _____ Phone _____

MX8-2

MOTOCROSS ACTION

FACTORY READER SURVEY

THE IN-DEPTH, PICK YOUR BRAIN, GIVE US THE
FULL SKINNY ON WHAT YOU LIKE, MAKE THOSE
OTHER GUYS EAT CROW, BEAT YOUR OWN CHEST,
ONE OF A KIND, GET EVEN WITH THE BIGS
MXA WORKS SURVEY.

The MXA Oath:—As a loyal MOTOCROSS ACTION reader I pledge to do my best to help the Girl Scouts get, oops, wrong oath...I pledge to answer any question with a straight face and my fingers crossed. I will not fib, fabricate or lie, except in those questions directly relating to my racing ability. Furthermore, I give my permission to MXA to send my survey over to the Team Managers at Honda, Yamaha, Suzuki and Kawasaki should they think I deserve a factory ride. I also agree to give up the mineral rights to any dirt I roost up in the next 12 months.

1. AGE? ☐ Under 16 ☐ 16-20 ☐ 21-25 ☐ 26-30 ☐ 31-40 ☐ 40+
2. INCOME? ☐ Under \$10 thou ☐ \$10-14 thou ☐ \$15-19 thou ☐ \$20,000+
3. WHAT BRAND(S) OF MOTORCYCLE DO YOU OWN? _____
4. WHAT BRAND OF MOTORCYCLE WILL YOU BUY NEXT? _____
5. HOW MANY MOTORCYCLES DO YOU OWN? _____
6. DO YOU OWN A ☐ Street bike ☐ Enduro bike ☐ Dual-purpose bike ☐ Motocross bike?
7. WILL YOU BUY A NEW BIKE WITHIN 12 MONTHS? ☐ Yes ☐ No
8. HOW MUCH DO YOU SPEND ON ACCESSORIES IN A YEAR?
☐ \$0-50 ☐ \$50-100 ☐ \$100-250 ☐ \$250-400 ☐ \$400+
9. HOW DO YOU GET YOUR BIKE TO THE TRACK?
☐ Van ☐ Pickup ☐ Trailer ☐ Bumper rack ☐ Motor home ☐ Back pack
10. WHAT BRAND OF BOOTS DO YOU WEAR? _____
11. HOW MANY PEOPLE READ YOUR COPY OF MXA? _____
12. WHAT BRAND OF LEATHERS DO YOU WEAR? _____
13. DO YOU REGULARLY READ? ☐ Cycle ☐ Cycle World ☐ Motorcyclist ☐ Cycle Guide
☐ Dirt Bike ☐ Cycle News ☐ Minicycle/BMX ☐ Cycle Times
14. WHAT BRAND OF HELMET DO YOU WEAR? _____
15. WHAT STATE DO YOU LIVE IN? _____
16. DO YOU RACE? ☐ Yes ☐ No
17. WHAT CLASS DO YOU RACE? ☐ 50 ☐ 80 ☐ 100 ☐ 125 ☐ 250 ☐ 500 ☐ Four-stroke
18. WHAT BRAND OF GOGGLES DO YOU WEAR? _____
19. DO YOU OWN A ☐ Car stereo ☐ Home stereo ☐ Both
20. WHAT BRAND OF MX GLOVES DO YOU WEAR? _____
21. WHO IS YOUR FAVORITE ROCK STAR? _____
22. WHAT BRAND OF MX TIRES DO YOU USE? _____
23. WHAT BRAND OF TWO-STROKE OIL DO YOU USE? _____
24. WHO INFLUENCED YOU TO BUY YOUR LAST BIKE?
☐ Friends ☐ Ads ☐ Magazine tests ☐ Price ☐ Dealer
25. WHAT IS YOUR LEAST FAVORITE PART OF MXA, BESIDES THIS SURVEY? _____
26. DO YOU OWN A CAMERA? ☐ Yes ☐ No. PLAN TO BUY ONE? ☐ Yes ☐ No. Brand? _____
27. HAVE YOU EVER BEEN TO? ☐ Stadium motocross ☐ National MX ☐ Trans-USA ☐ Denton, Texas
(check where applicable)
28. WHAT IS YOUR FAVORITE STORY OR PHOTO FROM THE MANY PAGES OF MOTOCROSS ACTION? _____
29. HOW DO YOU FIND OUT WHO IS HOT AND WHO IS NOT?
☐ MXA ☐ Cycle papers ☐ Gossip ☐ Other magazines ☐ Post office walls
30. DOES YOUR GIRLFRIEND CHEAT ON YOU? ☐ Yes ☐ No.
IF SO, WHAT IS HER PHONE NUMBER? _____

Have you filled out the other side?

Wing Nut

By Al Baker

"SILLY PUTTY" SWINGARMS

I own an RM125C that is stock. The forks are rough on little bumps and don't rebound fully (sag). I would like to know what I should do to cure this problem. If I get a 10-inch kit, what length shocks should I use in the back? Do you think the "silly-putty" swingarm can handle more angle from the longer shocks?

Walt Burton

Address unknown

You've asked an RM Suzuki expert the right questions. Why do you think we spent so much time R&Ding the RMs? Because they needed it. Let me refer back to an article Jody did on the RM250C about two years ago. At that time they were producing only 8.5 inches of suspension travel, and it was harsh. Our moderately low-cost solution to 10 inches of plush travel consisted of a rear shock mounting kit for your stock swingarm, 15 1/2-inch S&W Freon shocks, and our 10-inch Baker R&D fork kit. That identical combination will also suit your needs perfectly. Your steel "silly-putty" swingarm is quite sufficient for your competitive purposes.

LEFT IN THE DUST

I own a 1977 XR75, and when I go riding by myself I feel it goes pretty well, but when I go riding with guys on YZ and RM80s, they leave me in their dust. Seeing as how I'm only 14 and don't have a job, my budget is a little tight. If at all possible, could you suggest some parts I could get to modify my bike a bit?

Bill Agnew

Calgary, Alberta, Canada

I can see exactly where you're at, when the dust clears. With the 1980 models almost here, you are going to be sweating just to stay in the dust. If you have any extra cash at all, I suggest you invest in an 83cc piston kit. Next, I would definitely replace your rear shocks with a pair of 12.5-inch S&Ws with 50-pound springs. These two accessories will cost you a little, but will pay off in the end. I'm sure your local Honda dealer can order these performance parts.

PRE-MIX-UP?

I recently bought an RM125N, and when I bought the bike they said to use a 20:1 mixture of gas and oil. The owners' manual also says the same thing, but the ads I see and bottles I read say differently. I would like to know the best pre-mix I should use in my bike, and what mixture to



use. Also, will this burn the engine up faster?

Terry Wallace

Los Angeles, California

Are you questioning the recommended lubrication for your motorcycle? If you think 20:1 is too much lubrication, why not cut it down like those ads tell you to? Something like 40:1, 50:1, or even ridiculous 60:1? Better yet, why not put a governor on your car's oil pump? Maybe saving on the use of oil will be easier on your pocketbook, make more horsepower and reduce engine maintenance? Wrong! Leaning out your oil mixture will only cost you more in the long run. You'll buy more engine parts, lose hp due to a lack of lubrication and double the maintenance and repairs. Consider this: Your average lower-end bearing is made to run in 100-percent oil lubrication. Mixing gasoline 20:1 with the oil is enough of a shock to the bearings, so why shock them more by cutting that ratio in half? Only if you desire reliability, horsepower and a low cost of repairs I recommend using Castrol "R" mixed at 20:1; 30-weight for 125s and 250s and 40-weight for open classes.

YZ PROBLEM?

I have a YZ problem. I own a YZ250D and it will not go into third, fourth or fifth gears. I have torn it apart twice, both times with guys who knew bikes pretty well. The shift forks and the gears are in perfect condition. The clutch and shifting rod are OK as well. What's the problem?

Jim Thompson

West Chester, Pennsylvania

Many a time I've heard the exact same story. "But the shift forks are perfect." Wrong! They may look perfect but be as bad as week-old fish. I've never found a way to check for perfectly straight shift forks. But I could almost guarantee the reason your bike isn't going into gear is bent forks. If you've ever dropped your bike at speed and had it shift on its own, you can bet your forks are bent. □

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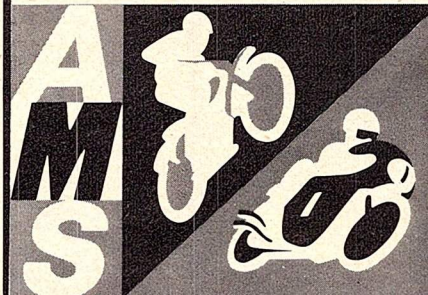
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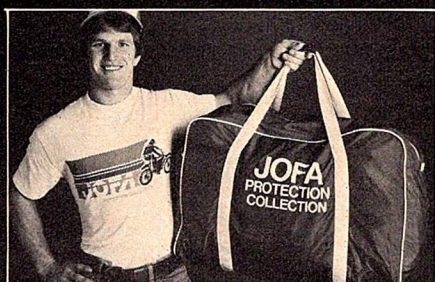
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Tricks From The Trade



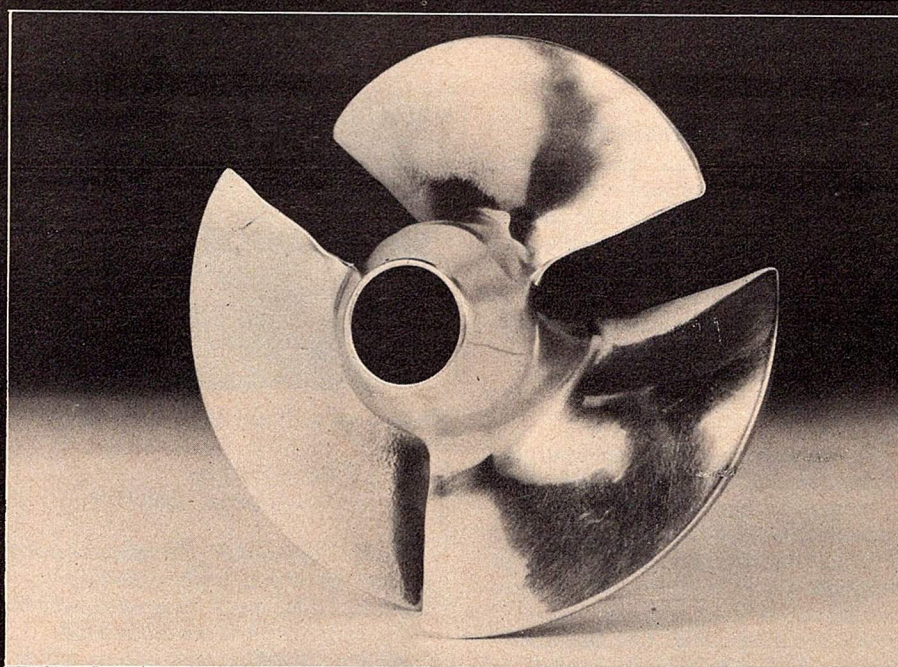
KETCH-UP

Actually, this is a leftover from last month's Tricks. You remember? That's when we used the word "up" in all the photo leads (Sit-Up, Stand-Up, Put-Up, Shut-up). Well, our sissy art director eliminated a page of tricks for a paltry ad (how shocking!), so this was left over for the next month. There is this one person at MXA (who shall remain nameless) who has an unnatural craving for this "juice of life" and swears that this stuff will actually do nothing at all with your lap times. No foolin'. He says it's the secret addictive ingredients that make you a virtual slave to only this particular brand of secret miracle sauce. The guy was even thinking of changing his first name to Keg'O in honor of his beloved namesake. Some times you feel like a nut... some times you don't.



HOLD-UP

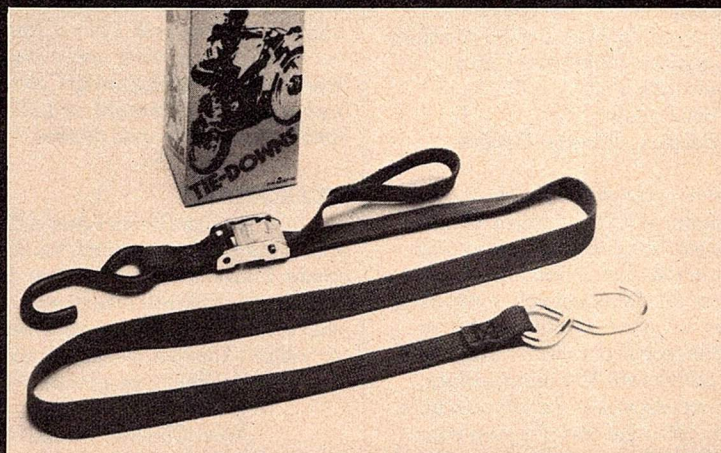
What's Captain Cobalt, alias Jimmy Ellis, doing holding the bag? Why, he's displaying the bag full of money that Jofa pays him to do these ads. What you're supposed to do is guess how much money is inside. The first correct answers will be eligible to participate in our "Count the grains of salt in the sea" contest. The bag itself is constructed of rugged nylon with waterproof vinyl interior and is extra-large for carrying all your gear in one bag, as it were. Jofa dirt products are marketed through the Volvo Corporation of America. For more information, see your local dealer carrying Jofa products.



SCREW-UP

Not to be confused with the two Fork-Ups we ran last month, which was a bit of a fork-up in itself. But then again, what's a photo of a trick aluminum alloy boat impeller doing in a motocross magazine? Well, these impellers are made by hot-shot bike-builder Teddy Boyko of Boyko Racing fame, who has gone full-bore into the jet-ski hop-up market. If you've had a chance to ride one of those motorized water skis, you know it's almost as fun as

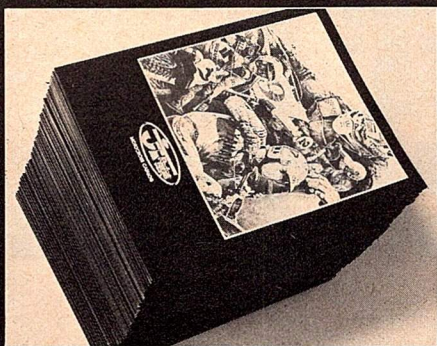
throwing a leg over your racing steed (I said almost). Spills don't seem to hurt as much, that's for sure! Teddy offers this trick impeller that's supposed to be the hot ticket for getting more scoot out of your ski. Boyko Racing offers a full line of jet-ski go-fast goodies that'll have you wheeling over your buddies' stockers. For more info contact Boyko Racing, Dept. Mental Hygiene, 1360 N. Manzanita St., Suite C, Orange, California 92667; (714)532-3830.



IT'S A CINCH

How many times have you thought that while you were tying down the old beast on the way out to Spud Raceway, only to arrive and try to uncinch the booger out of there. When you go to release the lever on the super blue light special tie-downs (that you got such a good deal on) you end up over the side. You've hit the dirt and you haven't even gotten on the bike yet.

The best way to avoid this painful predicament is to invest in some good tie-downs like Ancras from Beck/Arnley. They claim that the Ancra "Red" is the best one-inch-wide tie-down strap available at any price, and we'd have to agree. So, if you'd like to tie one down, see your local dealer stocking high quality and sano Beck/Arnley accessories.



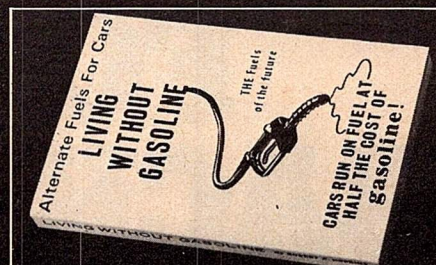
READ-UP

JT's new 1980 catalog is one of their best efforts yet. Trends and styles are set when the new JT catalogs come out each year with all kinds of new trickery. The color photography is excellent and the JT catalog features their latest in clothing, protective gear, stickers and posters. And, with every catalog you get a free four-color chrome logo JT van sticker. There is also a section on the new Pirelli tires available for motocross and the different types of terrain. The catalog retails for \$4, which is kind of steep, but they cost a bundle to make and to make right. To send for a copy, write JT Racing USA, Dept. MXA, 303 West 35th Street, Suite C, National City, California 92050.



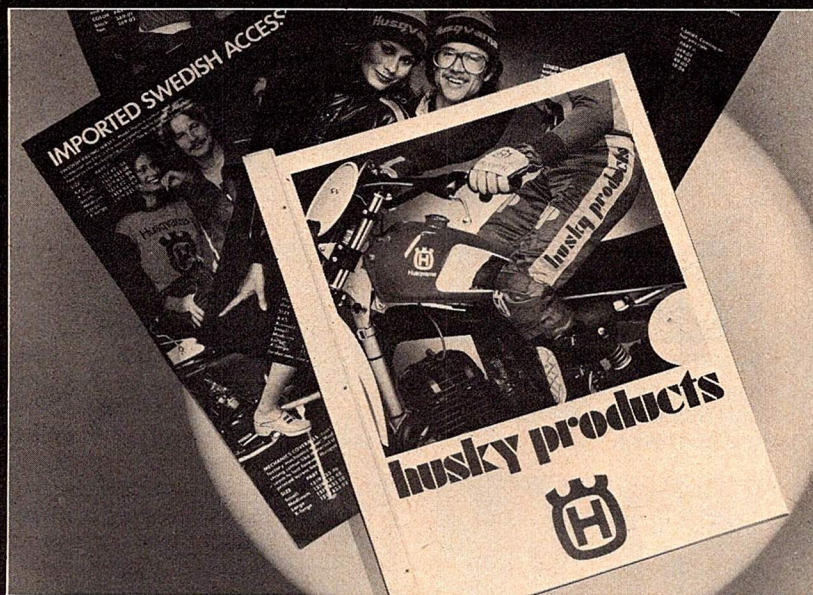
SEAL-UP

Stormtrooper "SS" fuel tank sealant is for those old troopers who want to get their JU-88s rolling again, maybe even a Panzer that suffers from the annoying drip, drip, drip of fuel leakage. You can use this new sealant on plastic, metal and fiberglass tanks. It can be applied directly from the can and requires no messy mixing. The sealant is said to contain real stainless steel particles to provide extra protection against rust and corrosion. Suggested retail price is \$5.95 per pint, \$10.95 per quart. For more information, see your local dealer or write Lubri-Tech Products, Dept. MXA, P.O. Box 212, Gurnee, Illinois 60031.



PASS THE GAS

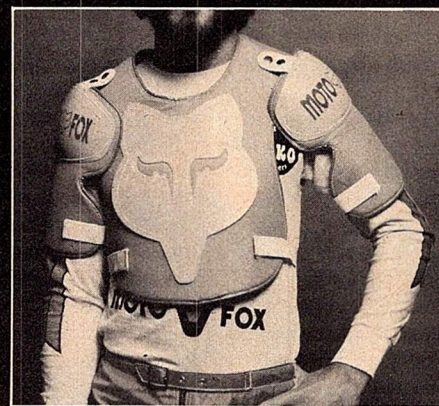
The expanding energy crunch affects us all, and it's clear that the dwindling natural resources of oil and gas affect us most directly in the pocketbook. Gassin' it out to the races takes on a whole different meaning when you're paying upwards of a dollar a gallon for gas. This book claims to offer little-known facts and supporting tests of various alternate fuels and various kits that have saved their owners as much as 50 percent on their fuel costs, from cars and trucks to industrial engines. Imagine a wood-burning MXer? Lots of charts and graphs to look at. Besides, you can always toss it in the fireplace and save on your heating bill if you decide it's not worth the \$10.99 prepaid shipping price. If you're interested in passing the gas, write AMJ Publishing, Dept. MXA, P.O. Box 847, Tarzana, California 91356.



HUSKY BEACH BALLS, CUP MATS AND PARTY NAPKINS?

Did you know that you can get a Husqvarna beach ball along with assorted stickpins, napkins, placemats and playing cards for all those wild motocross parties you've been attending? These trinkets are especially effective when you feel like crashing your buddy's Maico party. Just whip out some of your authentic wooden Swedish matches and watch him burn with envy. The Husky Products catalog also has

a full line of enduro and motocross clothing and accessories, as well as the complete line of Ohlins gas shocks. See your local Husky dealer, as Husky products are available through authorized Husky dealers only. Their color catalog is available to retail customers for \$2 through Husky Products, attention: Jon Stillman, Dept. MXA, 4925 Mercury St., San Diego, California 92111.



SMART AS A FOX

With big-bores getting steadily bigger and roosts ever more lethal, the macho man who spurns any form of chest protection is becoming increasingly rarer and certainly more tenderized. Moto-X Fox has a new Superfox Chest Protector with their Fox head logo proudly emblazoned on and ready to ward off the worst the track and competitors can throw at you. It's available in Team Moto-X Fox colors of red and yellow or blue and yellow with either the Fox head or the Suzuki logo. The Superfox Chest Protector retails for \$44.95 and is available from your local dealer stocking Moto-X Fox accessories, or you can write to: Moto-X Fox, Dept. MXA, 520 McGlinchey Lane, Campbell, California 95008. □

PRODUCT EVALUATION

FOX CHEST & BACK PROTECTOR

Covering all angles

By Jody Weisel

□ Face it, motocross can leave you broke, depressed, humbled and covered in dirt, and if you're not careful, it can hurt you. Chest protectors have reached the zenith of their popularity in the past few years. Bob Hannah has been largely responsible for the rise in chest protectors on the hit parade. Hannah started wearing his shoulder pads on the outside, and what had once been a hidden secret came out into the open.

Moto-X Fox has taken the chest protector craze two steps further. First, the Fox protectors come in two stylish, if not gaudy, designs. The Fox head and Suzuki logo models use a trick impact-resistant plastic to both form the design, and provide roost protection. Secondly, the Fox chest pro-

teCTOR has an optional (\$14.95) back protector. The back protector fits over the small of the rider's back and adds some additional padding for the spinal column.

Work on the Fox back protector was started at the Yoko factory in Finland last year in light of the paralyzing injury to GP star Willi Bauer. In an ironic twist of fate, the Fox protector was unveiled this year at the 125/500 National Championship round at Rio Bravo. In that race Team Suzuki rider Pat Jacobsen suffered a serious back injury. The Fox chest and back protector consists of a plastic plate sewn to a nylon-covered fiber-fill pad.

The old saw about dressing for the crash, instead of for the ride, can be carried too far, but the Fox chest and back

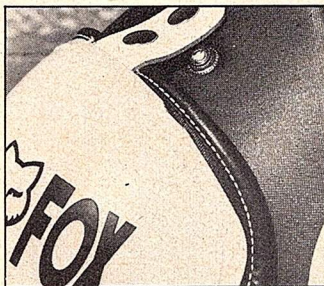
protector is something that any cautious rider would be well-advised to wear.

When racing, the back piece is totally unnoticed, and doesn't bother the rider in any way. The only problem we had was that the Velcro arm straps were sized for the Charles Atlas crew, and we had to take a little slack out with a needle and thread.

The chest protector comes in red and yellow or blue and yellow with the Fox head logo, or in blue and yellow with the Suzuki "S." The retail price is \$44.95 and the back protector costs an additional \$14.95. For more info see your local dealer or put the money in a brown paper bag and mail it to Moto-X Fox, 520 McGlinchey Lane, Campbell, California 95008; or call (408)371-1221. □



When you are on the losing end of a 450 Maico there is no reason to make your navel pay for it.



The shoulder pads are adjustable both up and down and in and out. Which is the best way.



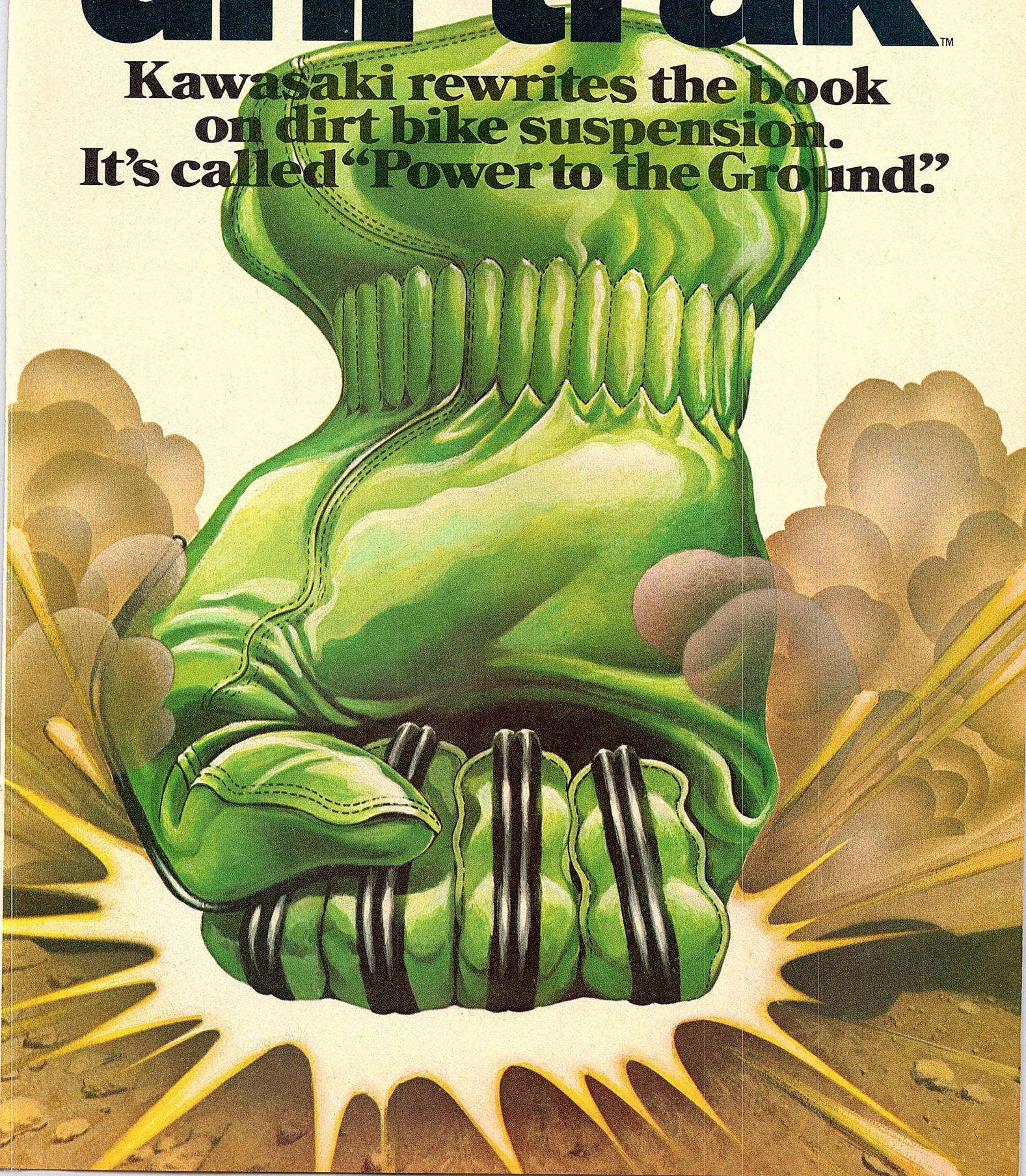
The back piece floats in an ingenious suspension system that makes it trouble-free and unnoticeable.



Coming or going the Fox protector knocks down the flak and keeps the Metzes out of your kidneys.

uni-trak™

**Kawasaki rewrites the book
on dirt bike suspension.
It's called "Power to the Ground."**



Brad Lackey answers some questions about Uni-Trak.

Question: What makes the Uni-Trak a better suspension?

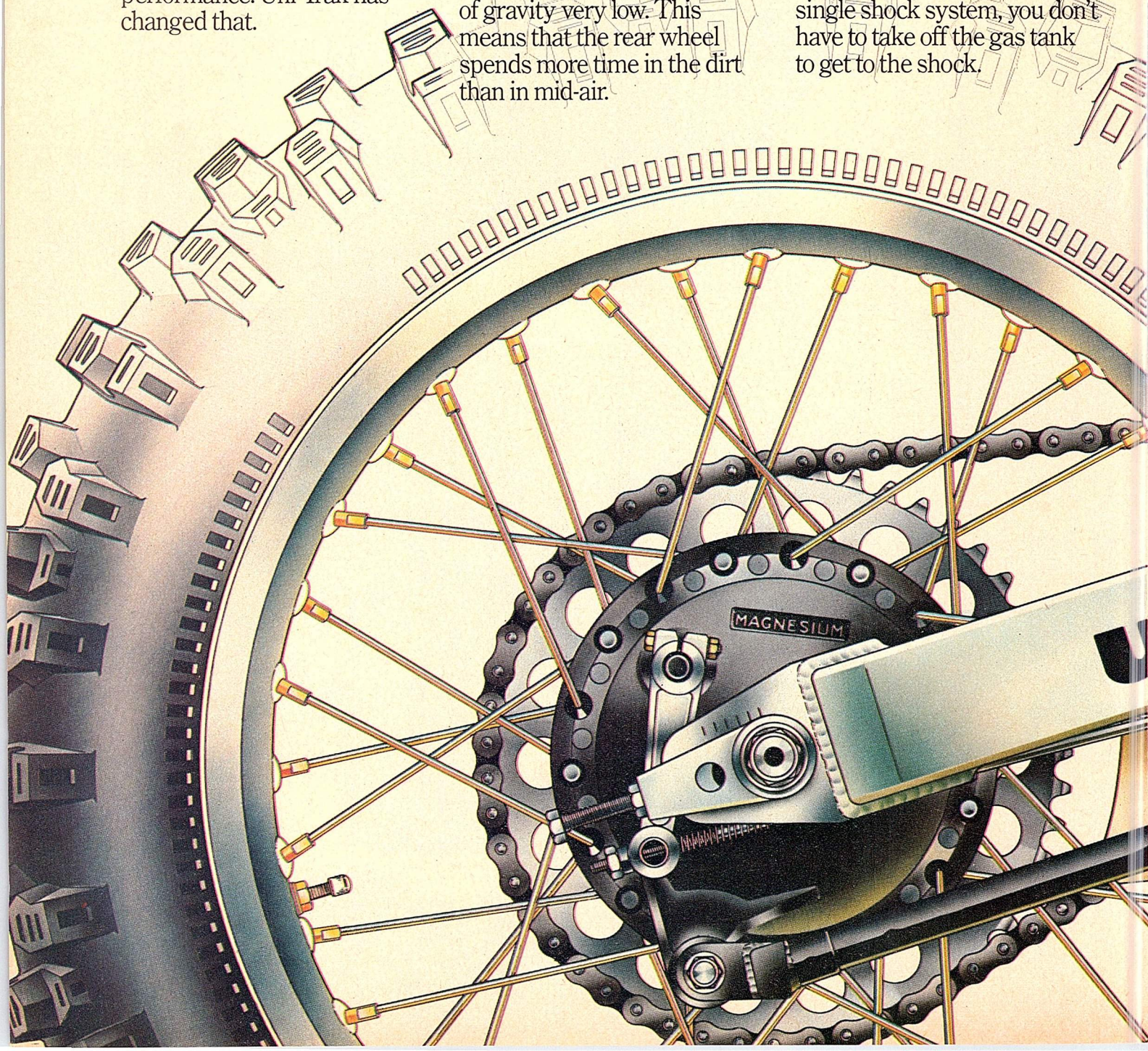
Lackey: Quite simply, it gets more power to the ground. You see, in the last fifty years, if you were a dirt rider, you had a choice of two rear suspensions. Either a single-shock or a double-shock. In truth, once you were out in the dirt, there was not too much difference in their performance. Uni-Trak has changed that.

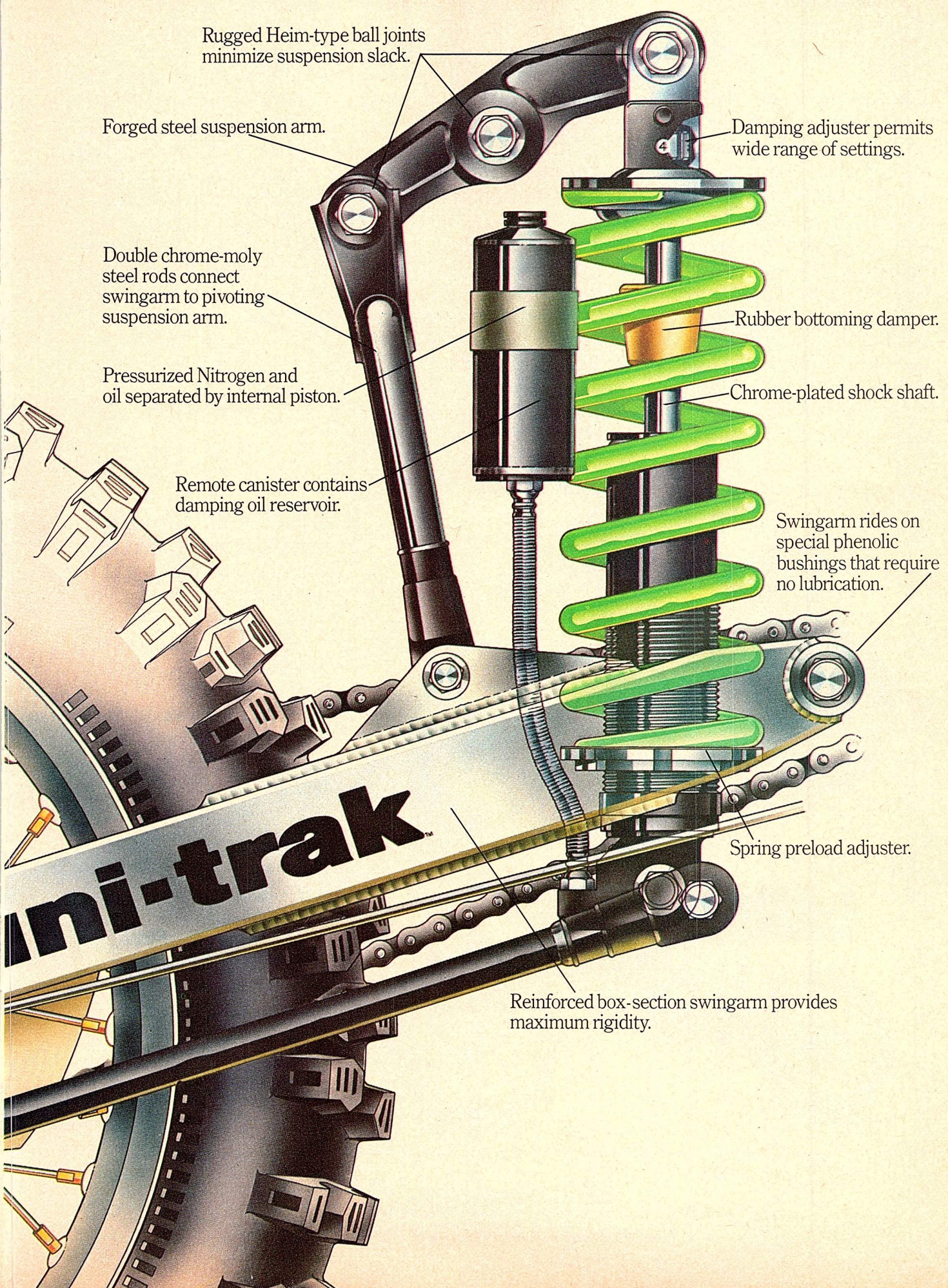
Question: How does the Uni-Trak work?

Lackey: There's one very strong shock placed underneath the rider. It's connected to the swingarm through a rockerarm. This gives you a vertical load. In other words, the rear wheel movement is parallel to the shock. This effects a smooth shock operation. Now since the rear wheel is forced vertically down to the ground, this vertical force field keeps the center of gravity very low. This means that the rear wheel spends more time in the dirt than in mid-air.

Question: Is the Uni-Trak adjustable?

Lackey: There's adjustable spring preload on every model and three-way adjustable dampening on the three moto-cross models. Since there's only one shock, you never have to worry about uneven dampening. You can compensate for the weight of the rider and for different riding surfaces. It's a quick process, too. You can do it in minutes, because unlike the other single shock system, you don't have to take off the gas tank to get to the shock.





Rugged Heim-type ball joints minimize suspension slack.

Forged steel suspension arm.

Damping adjuster permits wide range of settings.

Double chrome-moly steel rods connect swingarm to pivoting suspension arm.

Pressurized Nitrogen and oil separated by internal piston.

Remote canister contains damping oil reservoir.

Rubber bottoming damper.

Chrome-plated shock shaft.

Swingarm rides on special phenolic bushings that require no lubrication.

Uni-trak

Spring preload adjuster.

Reinforced box-section swingarm provides maximum rigidity.

Question: Riders worry about single-shock systems fading; what about the Uni-Trak?

Lackey: Since the Uni-Trak isn't tucked under the gas tank, it can breathe and won't heat up so fast. So don't worry. In fact, the other single-shock system has already been moved to another position in their factory bikes to avoid this over-heating problem. But unfortunately, since you can't buy that, it won't help you too much. Whereas the Kawasaki Uni-Trak is sitting right on your local Kawasaki dealer's floor.

Question: How does it feel when you're riding?

Lackey: It gives you a strong feeling of stability at high speeds even over the bumpiest ground, and you stay straight. It also reduces hopping and weaving. The low center of gravity means that you never get that "lead in the gas tank" feeling. The weight is centered down low in the chassis so you don't feel that you're being thrown forward by the impetus of the bike. All this adds up to great handling, control over your steering, and more power to the ground than with any other suspension.

Question: What do you feel is the main advantage of the Uni-Trak?

Lackey: There are two. First, all forces remain behind the center of gravity which give you true stability of handling with none of the pitch effect that's evident in the other single shock system. And second, the Uni-Trak keeps the rear wheel on the ground longer than any other form of suspension. And that's where you need the power... on the ground. That's how you win.



KX125

In its class, this motocrosser is the state of the art. It's got amazing power-to-weight ratio, and of course, the Uni-Trak suspension.

The KX125 has a lightweight, two-stroke, 124cc, reed valve engine.

When you take this power and combine it with such a lightweight bike, you get a winner.

KDX175

Kawasaki's new enduro bike. The engine and the frame are based on the factory KX125 motocross winners; and the suspension is, of course, the amazing Uni-Trak.

Not only is it a lot of fun, it's also a winner.

Uni-Trak models KX420 and KX250 available soon.

Kawasaki believes in riding safely. Check local laws before you ride. Member of AMA, MIC and MSF. Specifications and parts subject to change without notice. Some models availability may be limited.

Kawasaki

Don't let the good times pass you by.



Photograph by N. R. Rowan

TRANS-USA: THE LONE EUROPEAN

□ The lone European set American motocross back five years. The AMA had reorganized the Trans-AMA series into a shortened five-race USA versus the World match series. Unfortunately, the World failed to show up, as well as half of the

By Jody Weisel

five-man American team. The lone European who did show up rode only two of the five races. He won the first, finished a strong third in the second, was injured in

practice at the third, flew home, and still finished in the top ten overall.

Was this lone European one of the superstars like Heikki Mikkola, Roger DeCoster, Gerrit Wolsink or new 500 World Champion Graham Noyce? No, it was

TRANS-USA

Andre Malherbe. Malherbe finished third in the 1980 500cc World Championships on a Mugen 360 Honda.

AMA FINE-TUNING

The Trans-AMA was switched to the Trans-USA after the car racing organizers threatened a lawsuit. This lawsuit would have come nine years after the first Trans-AMA race in 1970. The earlier Trans-AMAs had been ten-race series with as many as 20 European riders. This year the five-race Trans-USA series drew the lone European, although DeCoster and Noyce stopped by the final round at Sears Point, California, to watch.

In the past the Trans-AMA was a 500cc event, considered the premier class in

World motocross. This year the Trans-USA was an Open event in which any size motorcycle could be ridden. No one tried to race a 125, but several riders had good success on 250s. Can-Am asked if they could race their new 280cc enduro motor, and were told no! It wasn't an Open class bike (limit 340cc) or a 250, so it wasn't legal. But when you toss out the rules, why get picky?

The Trans-AMA has always been head-to-head competition, with the best man coming out on top. This year the Trans-USA was supposed to be a team race. The five selected Americans against the top five Europeans. Only the lone European showed up, and with Hannah injured and Tripes deciding not to race, the American

team didn't exist either.

HANNAH AND TRIPES

Bob Hannah suffered a broken leg while water skiing with Marty Tripes, and was unable to ride. Hannah's broken leg opened the series up for Marty Tripes to win, but Marty didn't win it because Marty didn't ride it. Someone over at Honda pulled a big boo-boo. Marty Tripes' Honda contract expired before the Trans-USA ended. Normally a factory contract goes until December, but Tripes' didn't, and no one knew why.

Honda was in between a rock and a hard place. Tripes refused to sign an extension to his contract to include the 1979 Trans-USA, and opened negotiations with



Yamaha. Honda Team Manager Gunnar Lindstrom couldn't let Marty ride the first round on a Honda, and then have him switch to Yamaha, and possibly win the series. It would be better to not allow him to ride the first race, then if he switched to Yamaha he wouldn't have enough points to win the Trans-USA overall for the rival factory. Talks continued up until the week

before the series started. Honda announced that Marty would either ride a Honda or he wouldn't ride at all. Marty announced that he wouldn't ride at all!

THE TEAM SHUFFLE

Trans-AMA time has always been the musical chairs period for dissatisfied riders and hungry factory teams. The first

team to jump on the bandwagon was the all-powerful Yamaha team. First, they scooped Marty Tripes away from Honda, and then picked up Moto-X Fox's Donnie Cantaloupi. Cantaloupi was given Bob Hannah's OW250 Yamaha works bike, Marty Tripes' mechanic, and sent into the Support class. Arlo Englund got injured. Rick Burgett's OW after finishing fifth in the first two races.

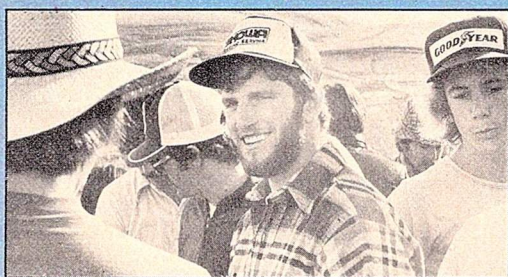
Kawasaki was in for a shock a week before the Trans-USA started when they sat down to discuss the team strategy. The plan was for Lackey, Weinert and Croft to carry the banner in the International class, while Jeff Ward was to whip the Support class on his 250 Uni-Trak. The surprise was that no one told Jeff, and the teeny green meanie had signed up for the International class. Kawasaki was left without a Support class hope. Dipping into the Team Moto-X Fox well, Kawasaki came up with Larry Wosick. Wosick had been pegged to ride for Team Honda next year, but the temperamental 18-year-old had lost favor over at Honda, and they were going to wait and see. Kawasaki didn't wait.

Suzuki, who had been the mainstay of the Trans-AMA series, didn't seem interested in the Trans-USA. None of the European Suzuki stars (DeCoster, Wolsink, Everts, Rond, Watanabe or Vromans) came this year. Howerton, Shultz, LaPorte and Barnett made up the International squad, while Brian Myerscough was the Support shoe. New 500 National Champion Danny LaPorte and 125 USGP and Superbowl winner Mark Barnett dropped out of the Trans-USA after the third round, and flew to Japan for testing. Luckily, Howerton and Shultz were up to the task.

Honda was the team without a team. The good ship USS Honda was going down and no able-bodied seaman could save it in 1979. Tripes defected to Yamaha, Marty Smith was injured and wheeling-and-dealing with Kawasaki, Gary Semics was ill for the opener, and that left Steve Wise and Warren Reid. Jimmy Ellis was put in the Support class. Graham Noyce had said he would come after his commitment to the British National Championships, but he elected to come on vacation only. Things looked dim for Honda, but young Andre Malherbe decided to be the lone European. Malherbe came with no facade of boredom. "I want to win this series!" was the first thing he said.



The Trans-AMA...oops, Trans-USA, is the only time that riders from all three classes meet on an outdoor course. They don't spend much time looking at the scenic vistas.



Every year finds Jimmy Ellis in the Support class. Jimmy won the Support class title again and left team Honda to ride for a privateer team, PDQ.



Third place overall went to Darrell Shultz. Darrell goes 110 percent all the time.



TRANS-USA

Husqvarna bought ads in the cycle papers saying that 250 World Champion Hakan Carlqvist would race four of the five rounds, but Hakan backed out, feigning injuries, that no one in America believed were serious enough to stop the man who waded through the best riders in Europe. Carlqvist stayed in Europe to negotiate with Yamaha. The Husqvarna team for the Trans-USA would be Chuck Sun and Mike Guerra. The team was going to be a thing of the past by the final round. Sun was seen testing Kawasaki Uni-Traks at Unadilla and Honda Lever Action bikes at Sears Point. Chuck, reportedly, had a heated contract talk with Kawasaki where they locked him in a room, and wouldn't let him out until he signed. After he talked his way out, he went over to Honda and signed on the dotted line for 1980. Mike Guerra might join him there, although Husqvarna wants to keep him.

Maico had no pretenses of bringing anyone over from Europe, although they have good riders in Herbert Schmitz, Neil Hudson, Vaughan Semmons, Hans Maisch and Yvan van den Broeck. But in America they have Danny "Magoo" Chandler, who wins the hearts of the fans every time the wild man rides, even if he doesn't win the race. Unfortunately, Magoo is not popular with the ambulance attendants or emergency wards across the nation. Maico almost had Larry Wosick riding for them, but after the first race he switched to Kawasaki.

Can-Am withdrew from National competition two weeks before the Trans-USA. They did this once in the middle of the 1977 Trans-AMA also. Tony DiStefano and Kippy Pierce agreed to continue on with the Canadian mounts through Trans-USA, but DiStefano switched to Husqvarna after Sears Point, and Kippy will probably switch to a Japanese brand. Missing from the Can-Am team was Rich Eierstedt, who quit suddenly during the summer. Following the 250 Grand Prix at Unadilla, Can-Am asked Rich if he wanted to continue racing, and Rich said, "No!"

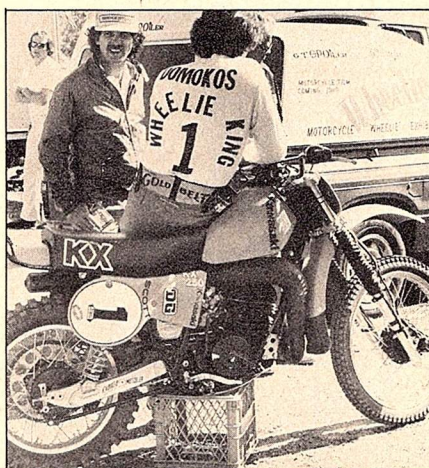
THE MACHINERY

Cubic centimeters seemed to be the goal of the factories in 1979. Chuck Sun had two Husqvarna motors. The first was the stock 390 CR engine, and the second was a special 420 motor. On most occasions Sun would choose to use the more flexible and higher-revving 390, but when grunt was called for, the 420 was available. Sun's Husqvarna was basically stock with the exception of some porting, special machined triple clamps, and a longer swingarm.

Yamaha wasn't messing around when it came to power. They provided Mike Bell

and Rex Staten with 465cc works bikes. The bikes will be duplicated, in displacement, by the new production YZ465. The front brake on the Open bike is a double leading shoe.

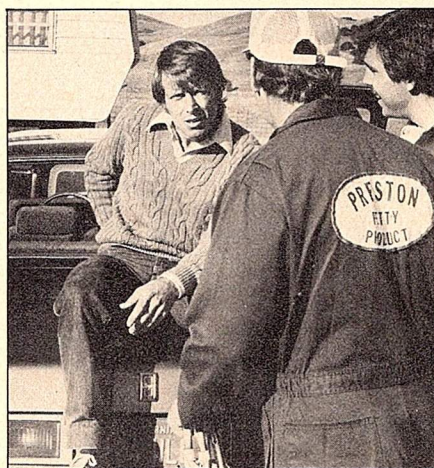
Suzuki has several engine combinations available, but rumor has it that the works bikes used either a 420cc motor or a bigger 450 engine. Either way, the Suzukis had the umphh. Between Howerton and Shultz, the Suzuki works bikes pulled six out of the ten holeshots in the Trans-USA. The Open class Suzukis have regular reed valves, instead of case reeds.



See the Wheelie King. See the Wheelie King's Toyota truck. See them disappear! Thieves stole Doug Domokos' meal ticket the night the Trans-USA ended.

Kawasaki brought out big-bore KX440 Uni-Traks for the Trans-AMA. The Unis have been vastly improved, and a new 420 production model will be based on Lackey's Grand Prix bike. The number of Uni-Trak failures has decreased, and the bikes are now proven performers.

Honda showed up with the latest craze in suspension to join Yamaha's mono, Kawasaki's Uni and Suzuki's cantilever. It is called Lever Action. The shocks are mounted in the standard position, but the swingarm end is mounted in a short three-inch rocker arm. As the rear wheel

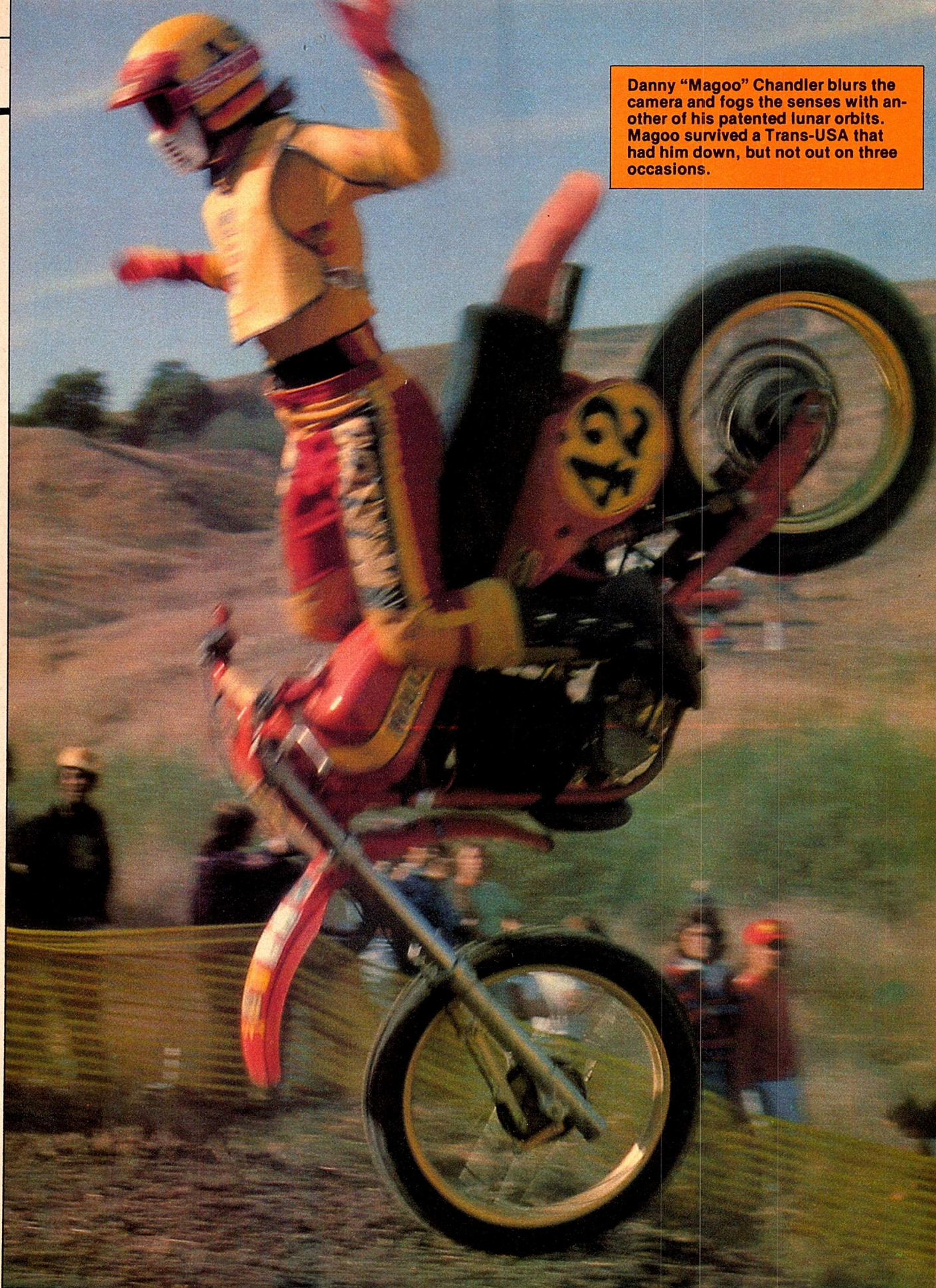


Roger DeCoster didn't ride, but he said that he wanted to. Contract problems stopped him. Roger and Preston Petty discuss the good old days at Sears Point.

OVERALL STANDINGS, 1979 TRANS-USA INTERNATIONAL

| Name/Home | Bike | Ohio | Michigan | New York | Georgia | California |
|--------------------------------|------|-------|----------|----------|---------|------------|
| 1. Kent Howerton, Texas | Suz | 5-7 | 1-1 | 1-3 | 4-3 | 3-4 |
| 2. Mike Bell, California | Yam | 4-2 | 4-3 | 5* | 1-2 | 1-1 |
| 3. Darrell Shultz, California | Suz | 2* | 15-5 | 4-6 | 3-1 | 4-3 |
| 4. Chuck Sun, Oregon | Hus | 1-3 | 14-7 | 8-4 | 5-6 | 7-20 |
| 5. Brad Lackey, California | Kaw | 7-14 | 2* | 2-1 | 18-4 | 18-5 |
| 6. Arlo Englund, Colorado | Yam | 9-5 | 8-8 | 10* | 12-17 | 11-6 |
| 7. Broc Glover, California | Yam | *-4 | 6-2 | 12-12 | 16* | 8-11 |
| 8. Marty Moates, California | Yam | 8-9 | 5-17 | 9-10 | 17-20 | 16-2 |
| 9. Andre Malherbe, Belgium | Hon | 3-1 | 3-4 | --- | --- | --- |
| 10. Danny Chandler, California | Mai | 20-20 | 9* | 3-19 | 7-12 | 9-15 |
| 11. Warren Reid, California | Hon | 16* | *- | *-16 | 2-7 | 6-10 |
| 12. Gary Semics, California | Hon | --- | *-11 | 11* | 8-5 | 10-2 |
| 13. Rex Staten, California | Yam | 12* | *- | *- | 6-8 | 5-7 |
| 14. Mickey Kessler, New York | Yam | *-12 | 19-20 | 6-13 | 9-14 | 17-18 |
| 15. Jim Weinert, California | Kaw | 13* | 10-9 | *-5 | *-9 | *- |
| 16. Denny Swartz, Ohio | Mai | *-11 | 17-13 | *-8 | 10-11 | *- |
| 17. Mark Barnett, Illinois | Suz | *- | 7* | 7-2 | --- | --- |
| 18. Mark Gregson, Oregon | Yam | *- | *-16 | 13-14 | 13-15 | 13-13 |
| 19. Parry Klassen, California | Mai | 14-10 | *- | *-15 | *-18 | 14-8 |
| 20. Mark Rakestraw, Arkansas | Mai | 18* | 13-12 | 20-17 | 14-16 | 19-14 |

* Denotes placing out of top 20.



Danny "Magoo" Chandler blurs the camera and fogs the senses with another of his patented lunar orbits. Magoo survived a Trans-USA that had him down, but not out on three occasions.

Photograph by John Therriault

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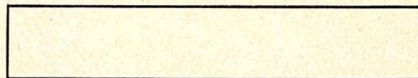
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TRANS-USA

moves up and down, the rocker arm rotates to change the lever ratio. The only Honda to present much of a threat was the lone European's RC450 works bike, which didn't have Lever Action suspension.

Although a 250cc motorcycle never won any motos, they were competitive on several tracks. Broc Glover led the first moto in Lexington, Ohio, until he slipped off in a mudhole. He came back in the second moto to finish fourth. The next week at Buchanan, Michigan, he finished second in the second moto. The third week at Unadilla Suzuki's Mark Barnett finished second in a moto, but on the fast tracks in Atlanta and Sears Point the Open bikes disappeared.

PRIVATEERS

The line between a privateer and a semi-factory privateer is getting blurred. The first privateer in the Trans-USA series was Arlo Englund, a young Colorado rider who deserves a factory bike and a shot at the big-time. Arlo started the series on a Vickery Yamaha YZ400, but after finishing fifth overall in Lexington, Yamaha gave Arlo Rick Burgett's OW works bike. Arlo finished fifth the next week, went 10-DNF at Unadilla, had a bad day in Atlanta, and came back to finish seventh overall at Sears Point. But was he a privateer on a factory bike? Second privateer was Marty Moates on the 426 LOP Yamaha. Moates had three top-ten finishes and ran up front more often than any other privateer. Marty was the first privateer (not on a factory bike) in eighth place.

Mark Gregson of Team LOP and John Savitski of Team DG were given prototypes of the new production YZ250G to race, but never really got going. Whether the 250 disadvantage cost them, or teething problems with the protos were to blame, it was all part of the job of testing new machines.

There were seven privateers in the top 20 overall, four Yamahas and three Maicos. Arlo Englund (Yam) finished sixth, Marty Moates on a Yamaha was eighth, Mickey Kessler on a factory Yamaha was 14th, Yamaha proto mounted Mark Gregson was 17th, while Maico riders Denny Swartz, Parry Klassen and Mark Rakestraw were 16th, 19th and 20th, respectively.

HISTORY LESSON

The only riders in the 1979 Trans-USA series to have been around since the inaugural Trans-AMA in 1970 are Jimmy Weinert and Brad Lackey. Jimmy was the first American to win a Trans-AMA back in 1973 in the mud of Rio Bravo at Houston, Texas. Jammin' Jimmy made the top ten in only one race of the five rounds (Buchanan) and finished 15th overall.

Brad Lackey had a mediocre

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TRANS-USA

Trans-USA, although he pulled the win out on the European track of Unadilla. Brad finished ninth, eighth, first, ninth and 12th for fifth overall. Brad's Unadilla victory was his second Trans-AMA win in the nine-year stand.

MINOR EVENTS AND MAJOR ISSUES

The mudholes at the Lexington, Ohio, opening round picked off every rider in the race at least once. The first moto saw five different leaders, with Moates, Shultz, Glover, Ward and Sun leading at one point, only to fall victim to the mud magnets. Sun won the moto, but Malherbe won the second round to tie Sun on points. The time difference went to the lone European.

The most exciting crash occurred when Broc Glover was trying to make up time after getting stuck in the mud. Broc slipped off the back of his OW250 Yamaha, and it continued on down the track, and centerpunched a truck.

Frank Stacy crashed at the first round and separated his shoulder. It ended the KTM rider's Trans-USA on the spot.

The second round in Buchanan, Michigan, was a Kent Howerton benefit. Kent and his big-bore Suzuki trounced to victory in both motos, while Mike Bell and the lone European tied for second overall. Bell won the decision on the time split. Howerton was so sick before the Buchanan race that he didn't even think he had a chance of finishing. Even with a fever and hacking cough, the Rhinestone Cowboy from San Antonio was untouchable.

Danny Magoo Chandler bailed off big in Buchanan, and was reported to have broken his wrist, but Magoo doesn't break. He was back the next week in Unadilla.

Unadilla proved that Chandler could

kick out the jams when he wanted to. Magoo finished third in the first moto. Kent Howerton continued his hot streak by winning the first round on the rugged Unadilla track. Lackey was second.

The first moto really belonged to Andre Malherbe, the lone European. Malherbe crashed hard in practice on a difficult staircase jump. The result was a broken nose and wrist. Malherbe went to the starting line anyway! At the start it was Howerton and Malherbe side by side. Malherbe held second for several laps, until the pain got to him and he dropped back. Finally he pulled in and went to the hospital. That was the end of the lone European; from now on we wouldn't have anyone to kick around but ourselves.

The second Unadilla moto was a classic. Lackey and Howerton pulled a dual hole-shot and ricocheted off to decide who would win, but suddenly Darrell Shultz and Mark Barnett on a 250 blasted past for the lead. Shultz bailed off into an inopportune haybale, and Barnett led the 440 Kawasaki and 450 Suzuki on a merry chase. Magoo had crashed out, and the win would go to Howerton if Lackey couldn't pass Mark Barnett's screaming 250. It was a bump-and-run dice that finally went to Lackey.

Barnett and LaPorte, who crashed in practice at Unadilla and was unable to race, pulled out of the series at this point and flew to Japan for testing in Hammamatsu.

With Malherbe out of the series, the points lead was handed to Kent Howerton, with Chuck Sun second, and Mike Bell third. Howerton had a 31-point lead over Bell, who caught on fire for the final two rounds.

Bell and Shultz battled it out in Atlanta with Bell's 1-2 beating Darrell's 3-1. Warren Reid was a surprising second in the first moto. Very little was heard from the Honda trio of Reid, Wise and Semics up to this point. Howerton held on to his points lead with a 4-3 day, but Bell was within 22 points as the circus headed west to California.

Going into Sears Point, Kent Howerton had it wrapped up, if only he could finish both motos in the top ten. Mike Bell had nothing to lose. The lanky Yamaha rider had suffered a DNF at Unadilla, and the loss of that possible 25 points was killing him. At Sears Point, Bell was unstoppable as he swept both motos. It wasn't enough, and for the second time this year, Mike Bell had gone into the final race needing to do his absolute best. For the second time this year, he had done his best. And for the second time this year, he lost out to a Suzuki rider: Danny LaPorte in the 500 Nationals and Kent Howerton in the Trans-USA. Darrell Shultz finished second at

Sears to garner third overall ahead of Chuck Sun, who failed to make the top ten at Sears, but ended up fourth overall for the series.

The next day the sun came up for Mike Bell and the rest of the racers, but it was a brighter and better sun for Kent Howerton. Trans-USA Champion is a title that will make this a better year to look back on.

The only person that the sun didn't shine on the next morning at Sears Point was Doug Domokos, the Wheelie King. When Doug got up and went out into the Holiday Inn parking lot, his Team Kawasaki Toyota truck, wheelie bike and gear were gone! Stolen from the parking lot during the night.

TRANS-USA CHAMP

Winning the Trans-USA title was a simple feat for Kent Howerton. The Texan did it by never finishing lower than seventh in any of the ten motos. He won three motos, finished third in three, fourth in two, fifth in one and seventh in one. Howerton earned 201 points out of a possible 250.

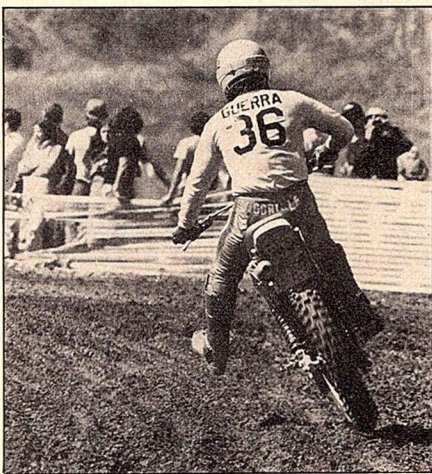
Mike Bell was almost as good. Bell won three motos, finished second in two, third in one, fourth in two, fifth in one, and unfortunately didn't finish one.

Third-place rider Darrell Shultz finished in the top five in seven out of ten motos. He was sixth once, 15th once, and didn't finish once.

It is a sport of speed, but the machine counts even more. When riders are so evenly matched, they can't afford to have anything go wrong. The difference between winning and losing can be decided by the smallest factor from a flat tire to a broken zipper on your leathers. Kent Howerton had the rubber side down and the zipper up the whole way. □



Mike Bell, Mr. Second Place, almost did it again. A single DNF cost him a shot at the championship.



Mike "Gorilla" Guerra campaigned a 250 Husky against the 500 class equipment of the competition. It was in the hunt most of the way.



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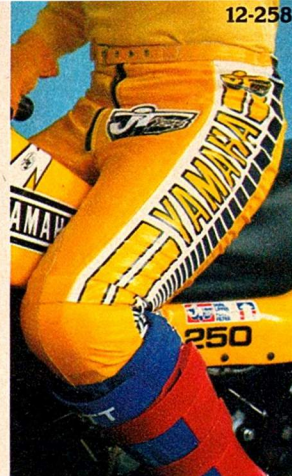
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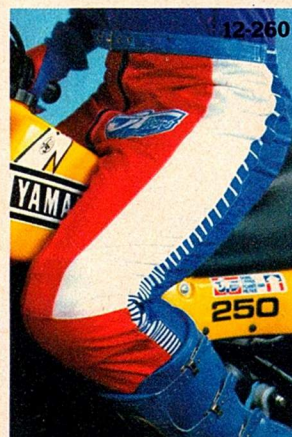
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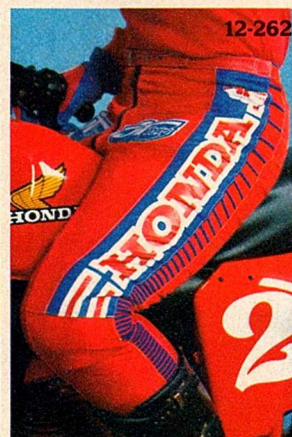
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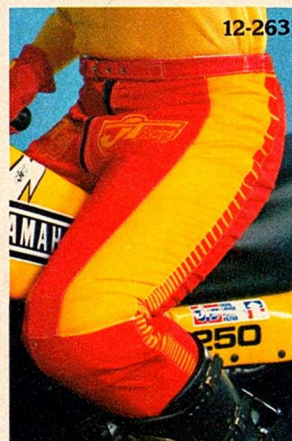
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Danny LaPorte
500cc National
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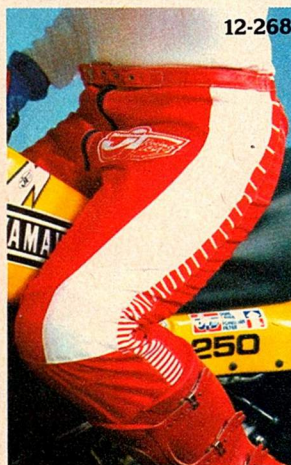
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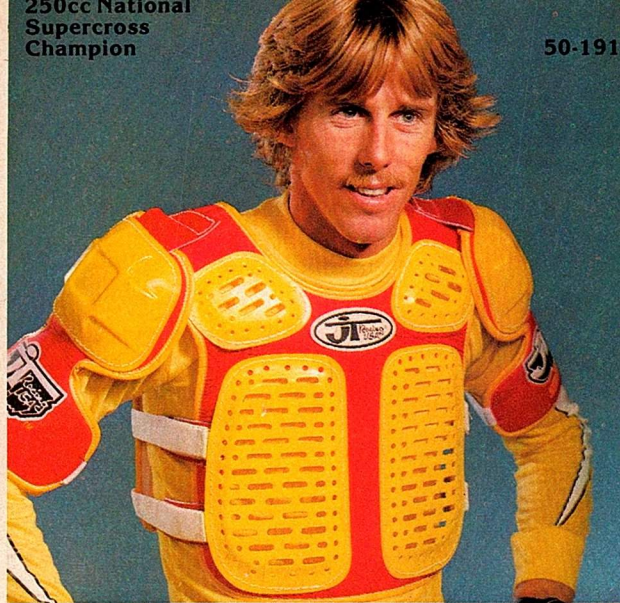


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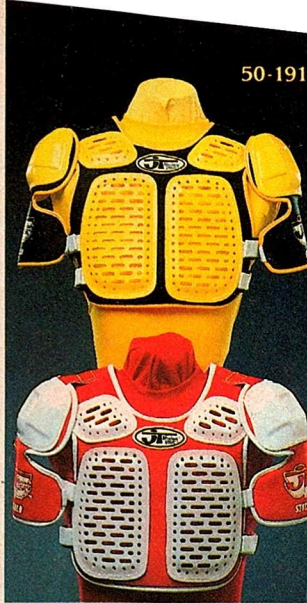
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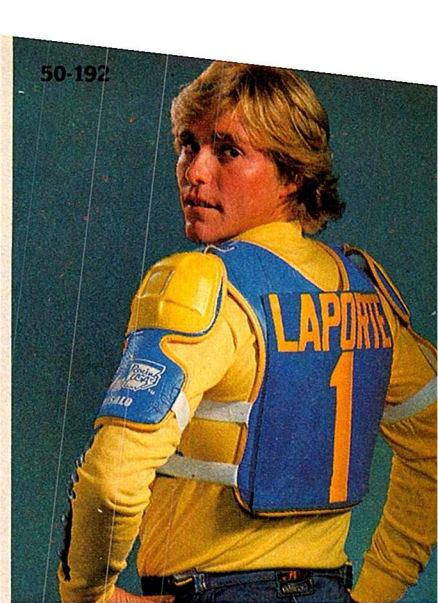
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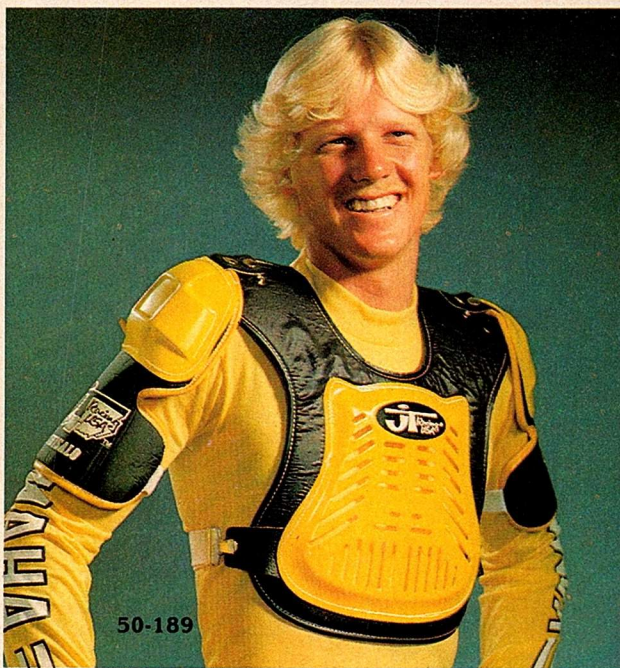
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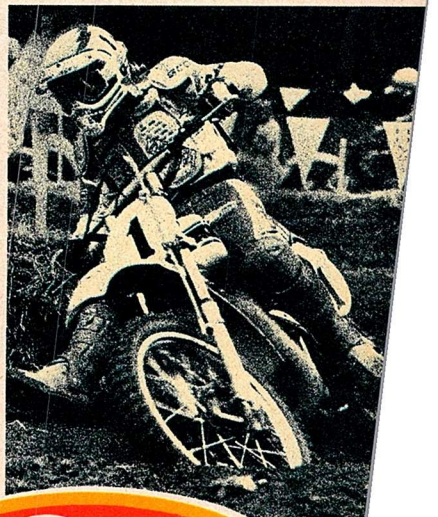
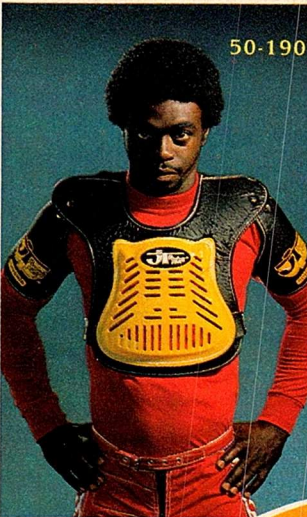


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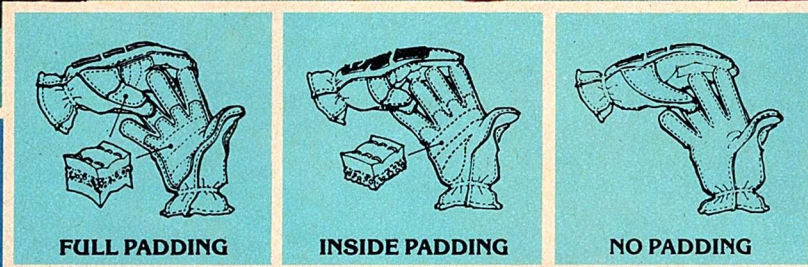
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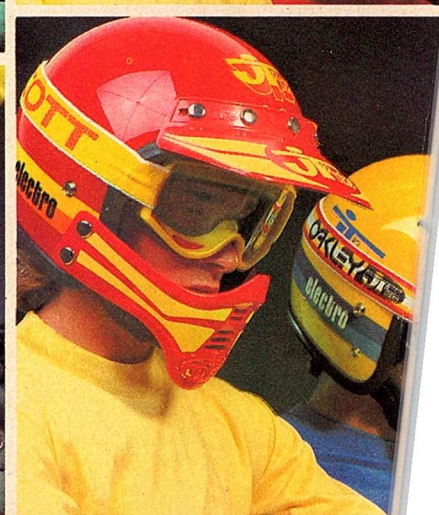
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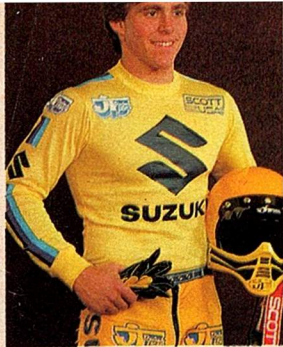
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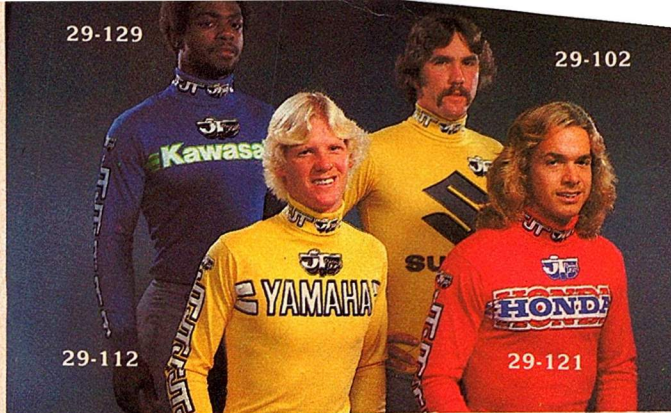
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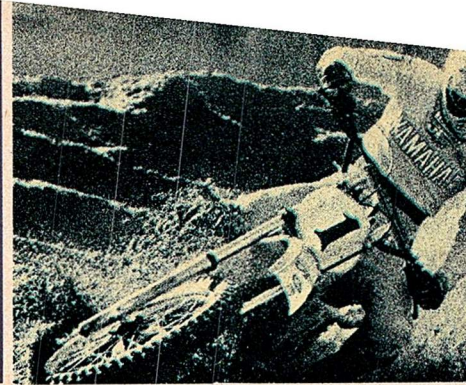
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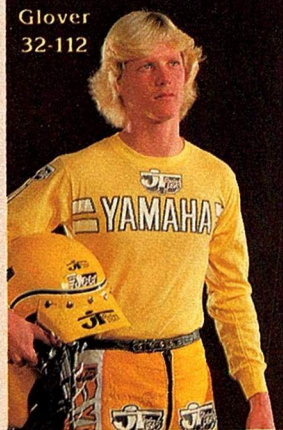
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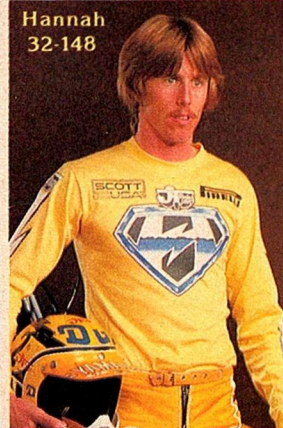
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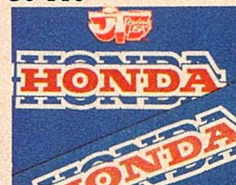
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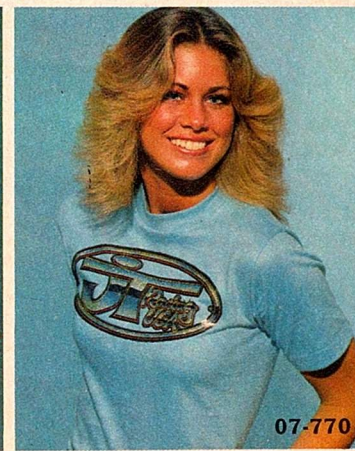
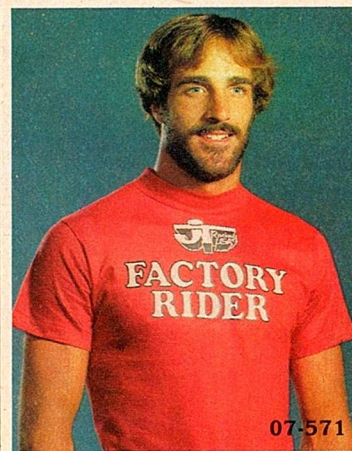
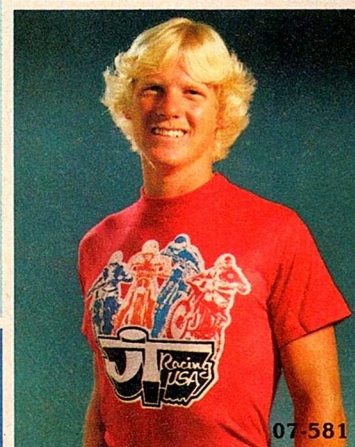
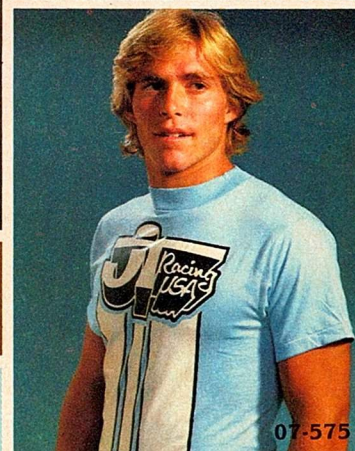
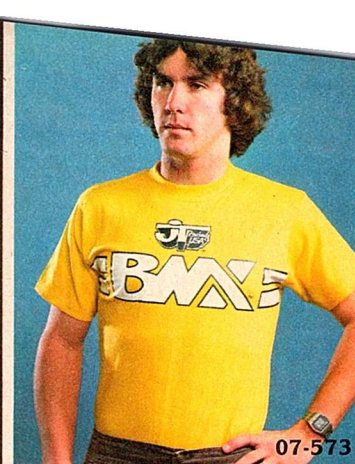


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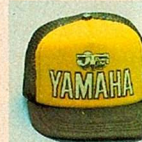
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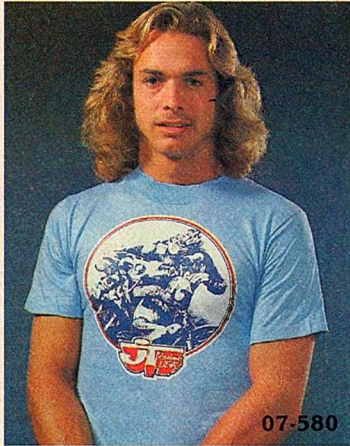
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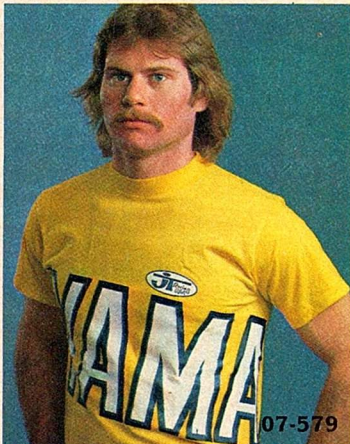
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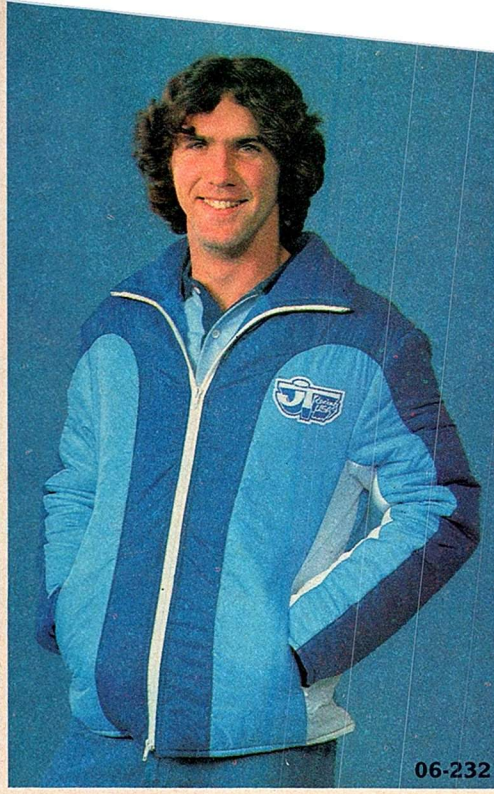
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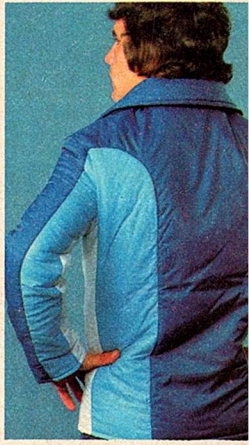
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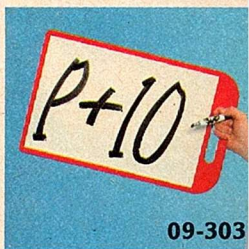
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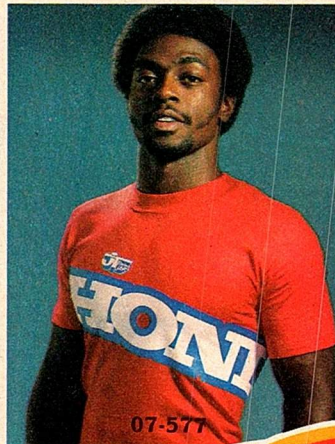


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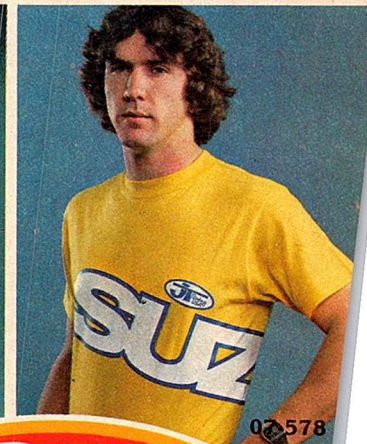


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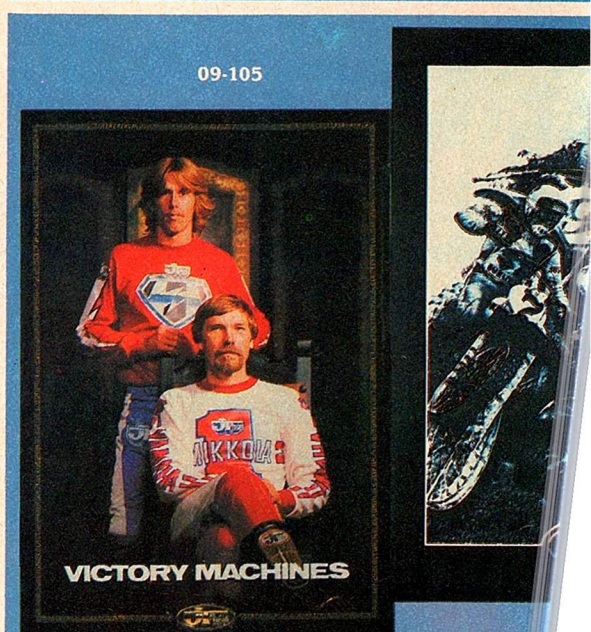
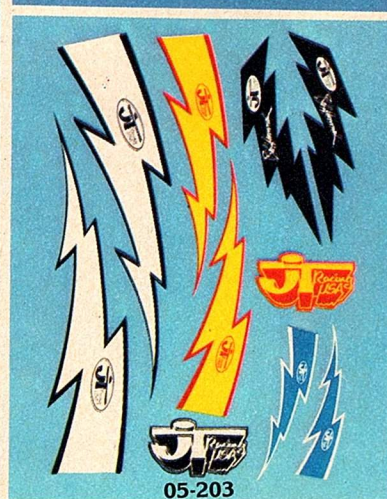
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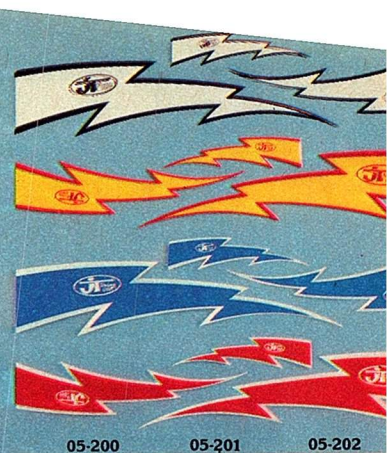
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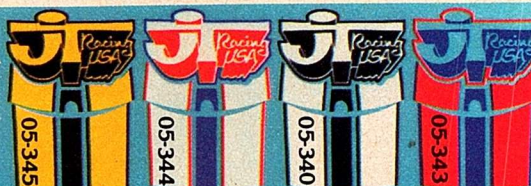
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05-342

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PHASE TWO-PIRELLI

EYE TO EYEBALL

HOW TO SPECTATE

Ten if by land and eight if in advance

By Jody Weisel

□ The unsung hero of big-time, zoot-capri, factory-dominated motocross racing is the spectator. The hard-pressed race fan is paying Bob Hannah's salary, buying Marty Smith's works bike, putting gas in Keith McCarty's welding unit and making sure that Danny LaPorte has clean leathers every week. It is a heavy burden to

shoulder, and the rigors of motocross make being a race fan tougher than being a football, baseball or soccer spectator. There is sunburn, leaning towers of portacans, ants, nettles, broken bottles, dust, long lines, high prices, challenging terrain and track security to cope with. Being a spectator is often tougher and more dangerous than being a rider.

HOW TO SPECTATE

Know thy enemy! What is the weather like? Reconnoiter the roads into the track. Check out the viewing locations. Talk to people who have been to the track before. In essence you want to check out the lines and try to get a holeshot.

You need the right equipment to spectate, but it is a double-edged sword. A blanket, lawn chair, ice chest, umbrella, binoculars and radio would be nice, but it might take three Sherpa guides to carry it all into the track. Try to pool resources with friends. One guy brings the blanket,

another the chairs, a third the radio and everybody shares the ice chest. The Himalayan approach works best at most motocross events. Everybody treks in carrying a needed supply, which can then be pooled at a base camp (preferably under a tree). Base camp can be used for rest and relaxation between motos, as a rendezvous spot, and as the starting point for expeditions to far-off corners of the track.

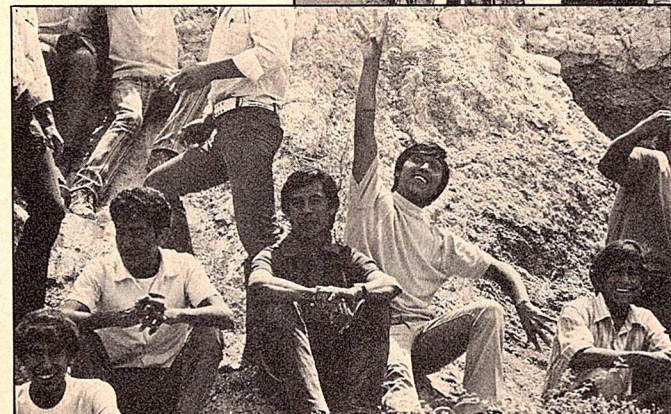
Some promoters allow you to park near the track, or even camp overnight before the race. Always take advantage of this opportunity. Get the old truck parked close to the track, climb on the roof, and keep the insides stuffed with provisions. The highest-quality spectators seem to show up at the U.S. 125 Grand Prix in Lexington, Ohio. They bring their own workman's scaffolds, which can be rented at U-Rent-It places, and erect them by trackside. Then they climb on top and enjoy the best view possible. A word of warning. Don't stay on top of a scaffold in an electrical storm!

(continued on page 64)



Home movies can really brighten up your memories of a day well spent. Rolf Tibblin is really into Super Eight.

This enterprising spectator got all dressed up and rode right into the pits to get Darrell Shultz's autograph. Nobody stopped him.



At the Mexican National Championships the spectators really know how to enjoy themselves.

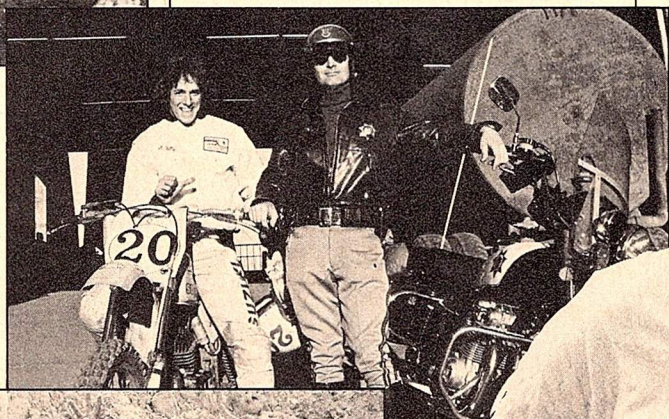
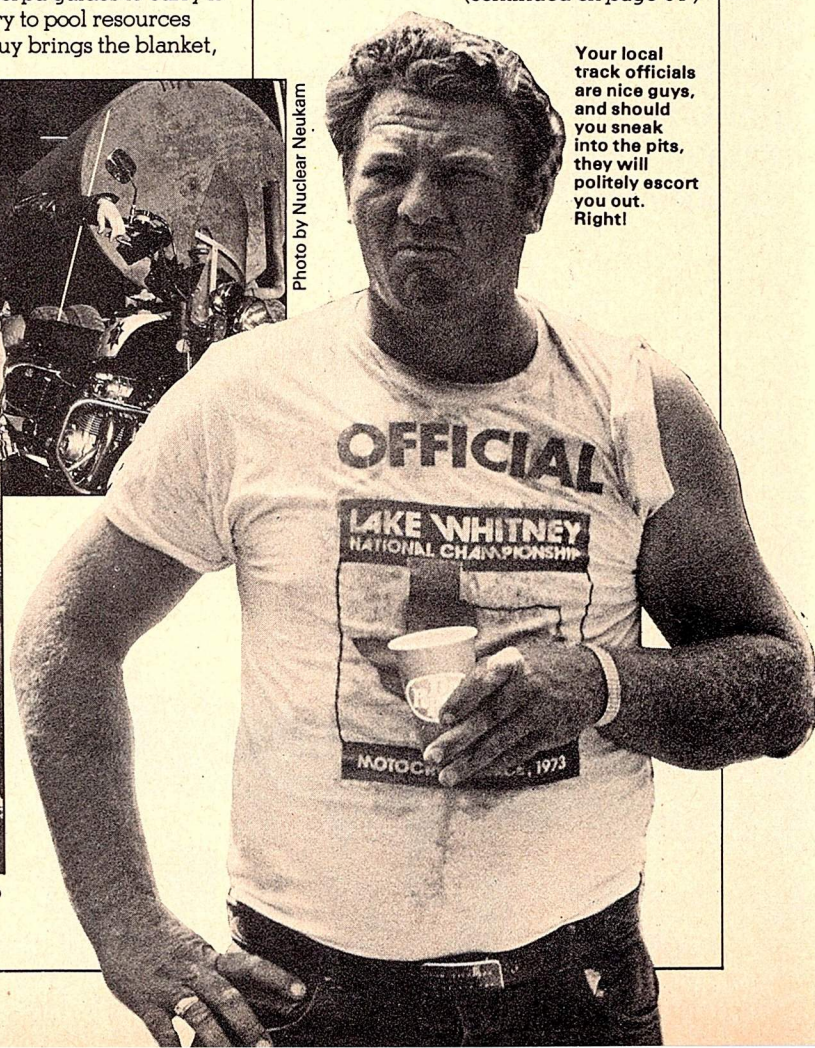


Photo by Nuclear Neukam



Your local track officials are nice guys, and should you sneak into the pits, they will politely escort you out. Right!

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WHO IS TONY D, AND WHY ARE THEY SAYING THOSE TERRIBLE THINGS ABOUT HIM?

By Jody Weisel

□ Who is Tony D. and why are they saying those terrible things about him? Tony DiStefano has had a career record that is the envy of every aspiring privateer, and most so-called stars. Starting in 1974, as a privateer on a CZ, Tony D. blazed his way into the American Motorcyclist Association's record books. As a privateer he won Nationals in reams, and only an injury stopped him from being the first, and only, privateer to win a National Championship. Still, the D. finished second overall in the 500 class in 1974. Since then, the Pistol from Bristol, Pennsylvania, has racked up three consecutive 250 National Championships, three Trans-AMA victories, the 1975 Inter-AMA Championship, a pocketful of Supercross events, top American at three Motocross and Trophee des Nations, two Winter-AMA championships, and top ten finishes in several GPs. Tony D. has raced in America, Canada, England, France, Holland, Belgium, Italy, Czechoslovakia, Sweden and Switzerland. The six-foot, one-inch 200-pounder has earned over half a million dollars in his years on the circuit. During his stay on the AMA motocross trail he has made more friends for the sport than any other rider, and was named AMA Professional Athlete of the Year in 1977. In his first four years in the Nationals he finished second, first, first and first.

Tony D. is the forgotten man. In March of 1978 at Pontiac Stadium he went through a series of whoops and felt his knee give way. A complicated operation by the medical staff of the Los Angeles Rams rebuilt the knee and ligaments, and after several months off, Tony D. was back on the track. Giving up the hope of recapturing his fourth consecutive 250 title, since a cast was his companion throughout the championship that had become synonymous with his name, Tony switched to the 500 class. The factory RH400 Suzukis in 1978 were mechanical disasters, and Tony DNFed more than 50 percent of his races, but still finished 13th overall. With his knee recovering nicely, and the promise of new, improved works Suzukis for 1979, Tony D. looked forward to regaining his championship form. But Suzuki fired him over the winter! The company that he had brought three National Championships to in four years let him go at the first sign of failure. The lack of loyalty was amazing.

The pit philosophers said that Tony D. was washed up and too old in the winter of 1978. He was 21 years old.

"I was shocked. Certainly my performance was not up to their expectations, but it wasn't up to mine, either. We had new mechanics, new bikes and a new Team Manager in 1978, and things weren't

running smoothly. The bikes kept suffering the same mechanical problems over and over. Nobody was doing anything to rectify the problems. I really didn't think that my poor performance was as much my fault as it was theirs. I felt betrayed," said Tony. Shake-ups at the other factories resulted in Tony not getting picked up by any of the other big Japanese teams. Almost-positive deals with Honda and Kawasaki disappeared overnight, and Tony, still bitter over the Suzuki affair, felt that he was the victim of a Japanese blackball.

"I signed with Can-Am, although I had better offers from two other European factories, because I felt that they understood the problems and needs of American motocross better. I am thankful to Can-Am for their support and help in 1979, but they didn't have any organization, and when they pulled out, things actually got better because I started to handle my own affairs.

"Mechanical problems have plagued me since 1978, and Can-Am was no different. We tried to race stock motorcycles against the factory works bikes of the other teams. We just didn't have a technological advantage over anyone, not even the privateers. Team morale was low, and I went through three mechanics before Can-Am found one who could do the job. I

(continued on page 67)

DESIGNED FOR THE DIS

You want to win. And there's only one way. You've got to be a total, flat-out, sideways, 110% fanatic. With a machine just as intense as you are.

This year, it doesn't matter if you race 250s, 125s, or 80s. That machine is a Honda Elsinore.™

THE CR250R.

Just look at this thing. You've got a brand-new works-type center-port cylinder, a redesigned expansion chamber, and a works-type double-cradle frame. All kinds of muscle in the low-end and mid-range. And at the top-end, 37* HP to hang onto with both hands.

You've got a brand-new suspension package, too. Low-stiction air forks with 11.8 inches of travel. Works-type, aluminum-body, gas-charged shocks.

Complete with oil reservoirs. And 11.4 inches of rear wheel travel.

We know. The average Sunday rider won't ever push this machine hard enough to find out how trick it really is.

But then it's designed for that special rider who will.

THE CR125R.

If you thought this was a works 250, we wouldn't blame you. With 11 inches of rear wheel travel, 11.8 inches up front, and all the same tricks as the CR250R.

Light up this red cherry bomb, and you'll see



CRIMINATING FANATIC.

the biggest trick of all. 26.5* HP. With a big boost in the low-end and mid-range.

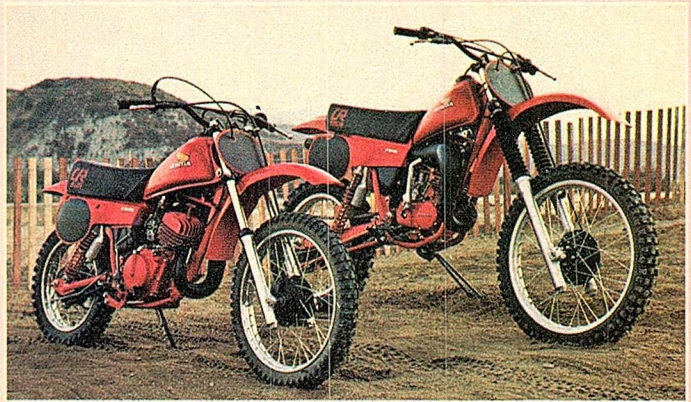
In fact, only one thing tells you this is a stock 125. The decals.

THE CR80R.

What you've got here is the world's meanest little brother. With a lot of the same tricks as the big Elsinores. A hyper-responsive reed valve, a CD ignition, and a supertuned expansion chamber. All working together to put out a tremendous 16.5* HP.

A suspension system with 6.3 inches of wheel travel in back, 6.7 inches up front. Even air forks.

Go ahead. Start picking on some little green and yellow bikes.



That's the 1980 Elsinore Series. If you ride any other machine, we wish you the best of luck. After all, the race for second is still wide open.

HONDA

FOLLOW THE LEADER.

*SAE taken at the crankshaft.

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RACE TEST

HONDA CR250R

Semi-made in America

□ There are striking similarities between the original CR250 from 1973 and the 1978 CR250R. Both bikes set the motocross world on fire, and were received with glowing praise and massive consumer interest. Both bikes had max power and minimum handling. Both bikes fell from favor very quickly when the quirks became common knowledge. Both bikes suffered from frame problems, one from poor geometry (1973) and the other from excessive flex (1978). Both bikes had shocks that did little more than keep the spring from falling off. Both bikes were beautifully crafted and devilish to control.

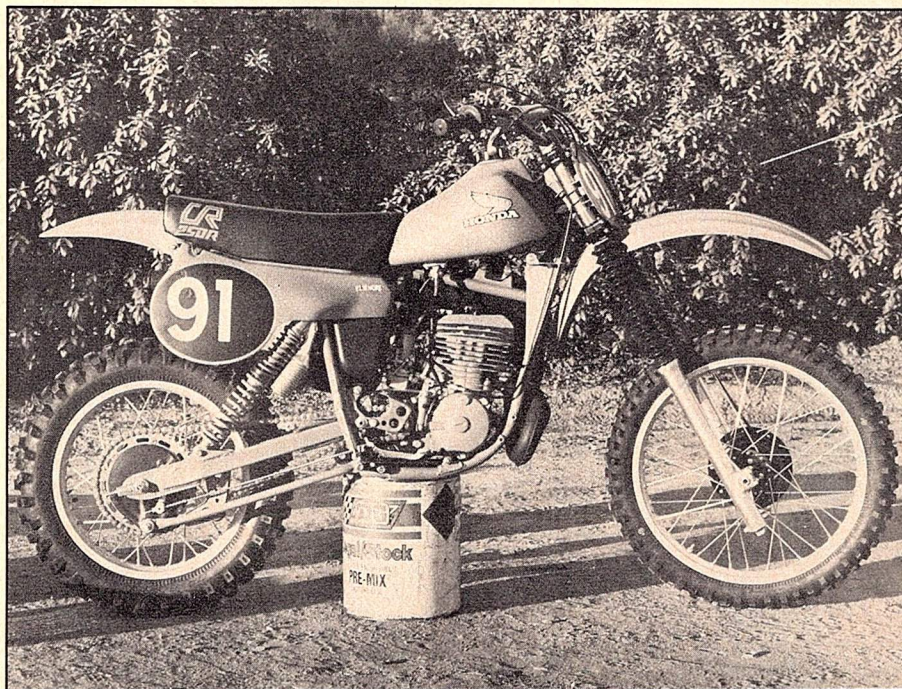
The difference between the 1973 Honda CR250 and the latest series of R-models is that it took six years for Honda to make a serious effort to rectify the flaws back in '73. The new 1980 CR250R is almost instant moto-maintenance in the world of mega-buck production-line realities, only a two-year wait!

HONDA OF THE EIGHTIES

The new Honda CR250R is a totally new motocross bike; most pieces have been changed, and the left-over parts were only the proven units.

What's old? The wheels and hubs are the same. The color is unchanged. The tranny is identical in terms of gears, ratios and material, although the cases have been changed modestly. The air box and carb are the last holdovers from the previous models. Everything else is new, modified or eliminated.

The CR250R looks sano. The all-red



The all-new Honda is vastly improved over last year's red rocket. The motor is mellow and the frame is stronger.

rooster hasn't lost anything in its cosmetic transition. The gas tank is plastic this year, and new FIM side panels have been added to bring the looks up to date with the competition. The Honda CR250R is *semi-made in America*. The frame, seat, gas tank, fenders, handlebars, side panels and air box are manufactured in Ohio, while the motor, hubs and suspension are

shipped in from Japan. The whole package is assembled in Marysville, Ohio.

THE CHICKEN OR THE EGG

There are two major changes to the CR250R: the frame and cylinder. Neither change could have been made without the other. The cylinder has a center-port exhaust for 1980, instead of the side-port



HONDA CR250R

design of 1978 and 1979. The frame is now a double-downtube design instead of the earlier models' single downtube structure. The center-port motor wouldn't fit in last year's frame because the pipe would hit the downtube, and last year's engine couldn't fit in this year's frame or the frame would hit the pipe. Shazamm!

The burning question is, which came first, the frame or the cylinder? The double-downtube frame was the goal that the Honda engineers were striving for, and the center-port cylinder was dragged into the 1980s with it.

The frame on the previous CRs flexed a great deal. The proof of this was in the ride. The 1978 model would do one corner perfectly during the first lap, and then, with everything seemingly the same, it would quiver and shake in the next lap. The best Honda riders in the past two years have been the aggressive riders. The aggressive riders were able to bend vectors with enough force to distort the frame into a semblance of consistency, while the smooth or steady rider never developed an assurance of feel.

The double-downtube frame is there to stiffen the whole unit. Essentially, the micro-moments of flex made the 1978 CR250R less than a great motorcycle. But the 1978 model had wimpy suspension to boot. The old shocks never really lived up to an adequate rating, and the forks had a flex problem of their own.

These were the major problems that faced the Asaka engineers, and the new frame and suspenders alleviate them.

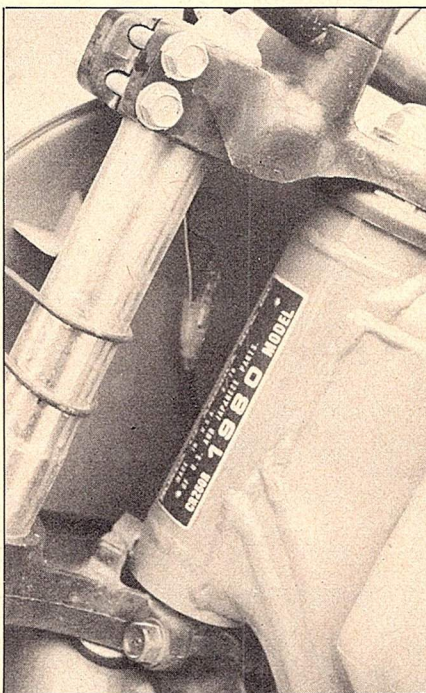
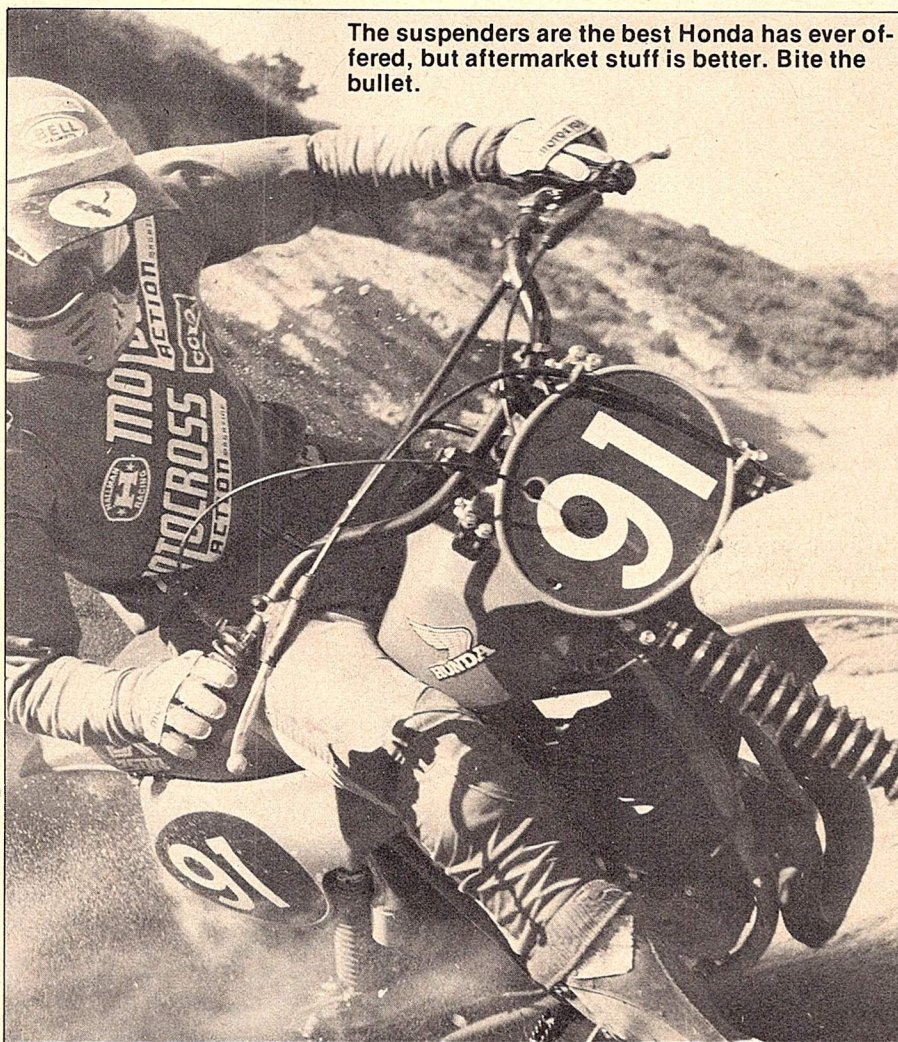
THE RED THING

The red thing nestled in the frame is basically the same motor as last year, but it doesn't feel or perform like it did the previous year. The transmission is the same. The lower end has had reinforcing ridges added to the case base plate. The ridges strengthen the cases to prevent the cylinder from warping from improper torque on the cylinder studs. This additional meat should end the problem of blown base gaskets for 1980.

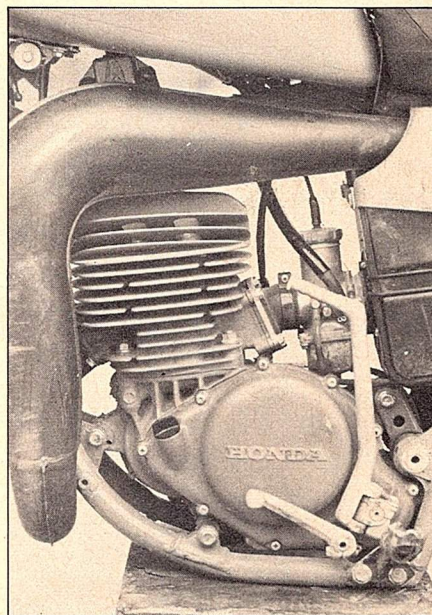
The cylinder is the same with the exception of the marginally larger center-port exhaust. The exhaust port is .7mm taller and 1mm wider. On the intake side, the bridge between the boost port and intake has been removed. The cylinder keeps its hard chrome liner, and 70mm by 64.4mm bore and stroke (247cc). The head has been increased in size for better cooling and the ignition was changed to alter the advance curve. The result is that the ignition gives better low-end response.

Each modification to the motor was designed to maintain the peak horsepower, which Honda felt was more than adequate, but bring about large increases in low and mid-range power.

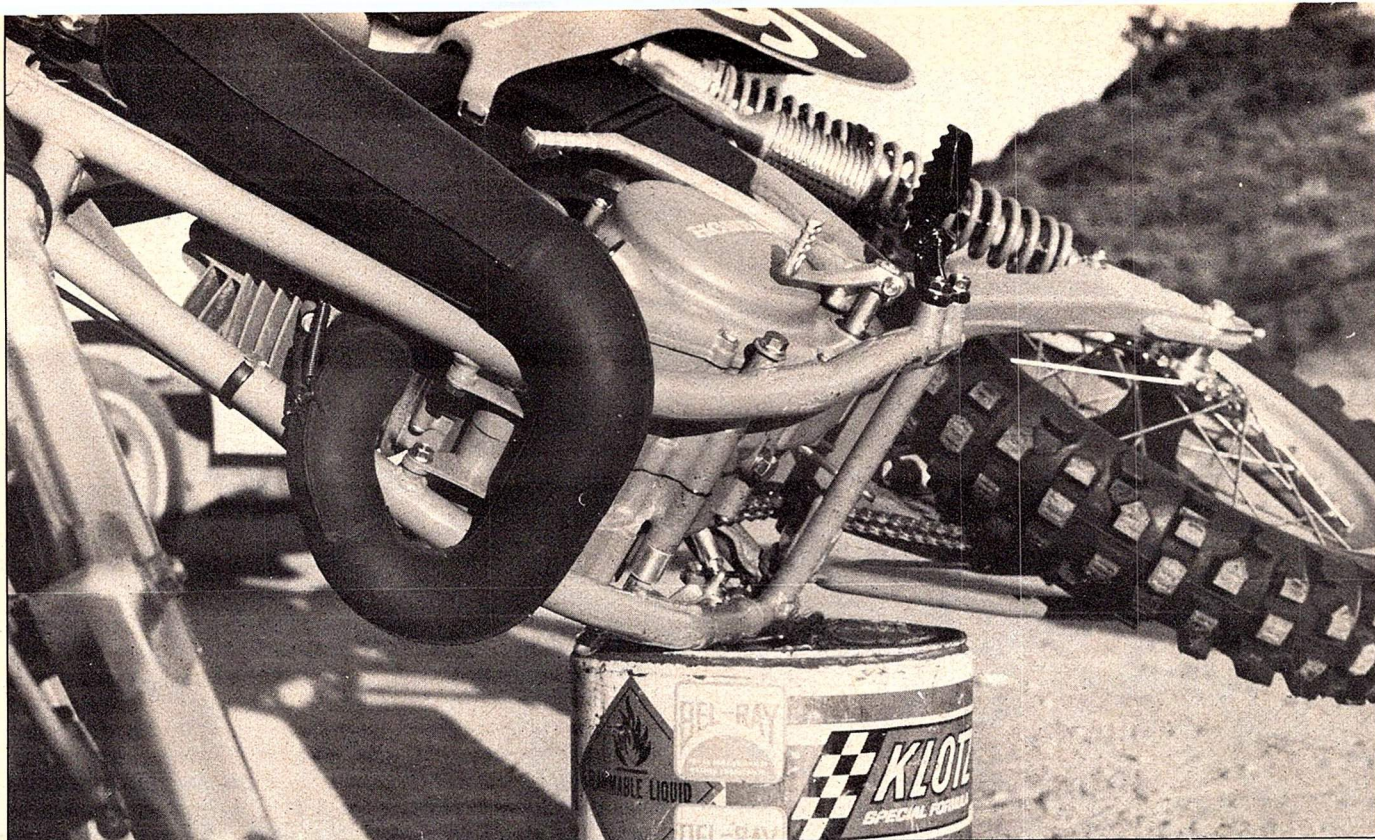
The suspenders are the best Honda has ever offered, but aftermarket stuff is better. Bite the bullet.



The serial number plate says Made in the USA of U.S. and Japanese parts.



The power is lovely for Juniors and Intermediates. Pros will want more top end because the Honda doesn't rev out enough for full-on flights of GP fancy.



The center-port exhaust is designed to fit the new double-downtube frame, not the other way around.

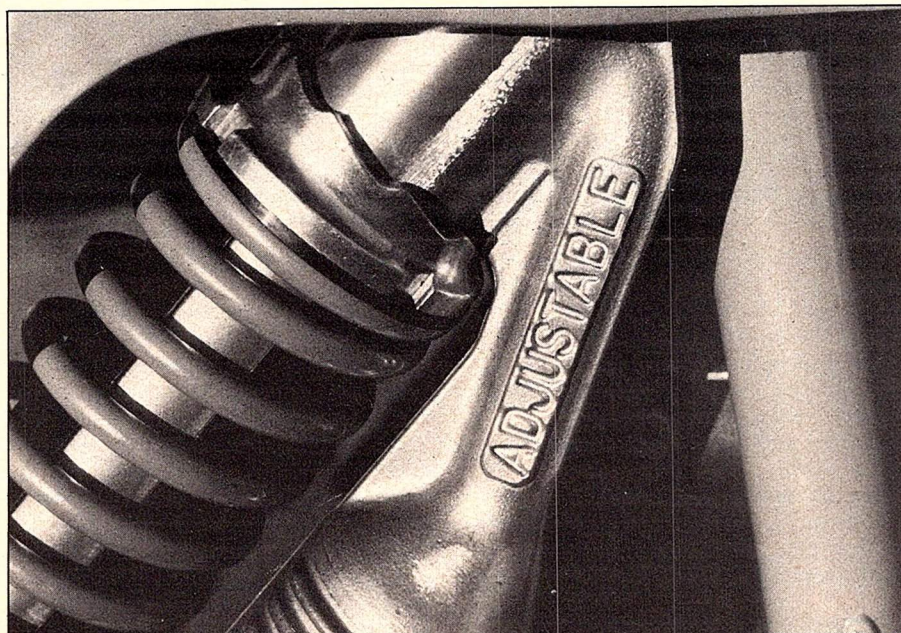
The reed valve has benefitted from thinner reed petals, which respond quicker to pressure pulses, and feed more fuel at low rpm. The pre-mix rushes in through the bridgeless intake port, does its job, and exits out of the new center-port exhaust, and into the new high-volume torque pipe. The result of these changes is exciting.

WINGS OVER SADDLEBACK

Climb on board! The seat height is a decent 37½ inches. It is tall, but that is the standard now. The Showa forks have the same travel as last year (11.8 inches), but air caps are now Honda issue. The real modification to the forks is a little Dacron-fiber bushing that nestles next to each tube and slider. The additional bushing provides more guidance and control on the tube, resulting in less stiction and bind through the bumps. The forks definitely feel better.

As you settle into the American-made seat, the shocks sag into submission. Oops! Jump off the bike and dial the preload up to the max. That feels better, but is too soft for fast riding on a rough track, which is exactly what you have in mind. Both the brake and shift lever are cast aluminum, and cost a ton to replace. The brake feels good, but the shift lever/foot-peg relationship is awkward. The shift shaft exits several inches below the foot-peg height. Scott boot-shod testers moved the lever up so high that it was almost at a 45-degree angle to the ground.

The bars feel OK, and there is nothing special about the levers or throttle. It would be nice to see a side-pull throttle, like a Gunnar Gasser, and some power-



The trick Showa reservoir shocks are adjustable. It says so on the side, but the Honda technicians told us they didn't want people adjusting them.

bend levers. The grips feel fine for some people and others hate them. We liked them. They even have a molded-in notch for wiring them to the bars.

The Honda feels beefy. It has a markedly big feel to it. It isn't wider, taller or fatter than normal, but it does feel hefty. It weighs two and a half pounds more than last year's bike. Most of that weight is in the frame.

Snick it into first! The first thing you are going to notice is an abrupt rush of power. The second thing you are going to notice is that you stayed in first gear too long.

The Honda CR250R doesn't rev. The peak ponies are identical to last year's bike, but the drop-off is almost instantaneous. Last year you could wring its little heart out until it burst. This year it dies before 8000 rpm. What is this? A short-shift Honda! For the first five laps you will find yourself in the wrong gear in every tight corner. It seems correct to go down a gear and rev it out, but it isn't. By the sixth lap you will have been passed by every mini on the track, and be getting pretty burned. It is then that you decide to shift into second, instead of first, in that hairpin. The Honda

HONDA CR250R



The gas tank is wider than last year. It is also plastic. The front number plate needs cable savers.

pulls like a tractor and the suction as you accelerate out of the turn rips the halters off of three pit tootsies by the scoring tower. If it worked for second, it will probably work for third. About a thousand R's before last year's shift point you slam it into third and pull up behind an Open bike. Why wait any longer? Grab fourth and go for it.

The Honda is a short-shifter dream. All of its power is on the bottom. It is more of an Open bike than a 250, but it is completely controllable.

GETTING THROUGH THE ROUGH

The Honda likes the rider to move around on it. The weight bias this year has been shifted slightly forward from last year (about two percent), and the trail has been reduced by a quarter-inch. The Honda turns much better. It is more responsive to commands because the geometry is quicker, the frame is stiffer and the front end is slightly heavier. Little changes reap big rewards.

The new shocks are production versions of the hand-carved Showa works bike shocks. Don't be misled! None of the factory riders would use these shocks last year, but none of them had to plunk down over 300 smackers for replacements either. The stock shocks are better than

last year's, and by a far shot they are usable. The spring rate is set for about a 150-pound rider, the size of your average Japanese test rider, and the faster you go, the more spring you need. Your Honda dealer should be stocking stiffer accessory springs. The Showa shocks have a rubber bladder inside the aluminum-finned reservoir. The nitrogen (or air) pressure can be changed by popping off a little tin cover under the reservoir, and charging the shock. Cast into the reservoir is the word *adjustable*, but the Honda service technicians said they didn't really want anyone adjusting their shocks.

The forks respond to the same mods as last year's, and the addition of air caps makes last-minute tuning a lot easier. For the average Sunday racer, the stock CR250R is spot-on. The improvements have been massive.

PICKY PICKY PICKY

The new plastic gas tank is good. The gas cap has been increased in size for the first time in Honda MX history, but it had to be, because it is difficult to mold small openings and threads in plastic. The rear of the tank is held on by a rubber strap, but there is even a safety wire, just in case.

The air box is the same as last year: a nightmare to get into. Honda's contention

is that the chrome bore must be sealed perfectly, and the elaborate bolt and clamp system guarantees that it will be hermetically sealed.

The chain is guided by a new set of urethane skateboard-type rollers. The rollers exploded or melted by the second race. This is the third type of roller in three years for the CR250R. The rollers are stationary and do an excellent job of keeping the 11.4 inches of travel in check.

The Claw-Action tires are gone. Hooray! The new Bridgestone 3.00x21 and 5.10x18 knobbies are almost identical to the tires found on Yamaha and Suzuki motocross bikes this year. The Claw tires were not the hot setup, and the new Stones, although not Metzlers or Pirellis, are an improvement.

The new side panels are pretty trick, and Honda even put dark-colored discs on the bikes this year. The front number plate isn't as sano. Honda was the leader in the development of the cable-saver number plate on their works bikes, but still haven't put it into production yet.

The swingarm rides on needle bearings and is one inch longer. The swingarm should be stiffer; most of the flex that is left in the frame can be traced to the poor swingarm. None of the works bikes or Mugen racers use the stock swingarm. The

HONDA CR250R SPECIFICATIONS

MAKE Honda
MODEL CR250R
COUNTRY OF MANUFACTURE Japan/
U.S.A.
RETAIL PRICE \$1800 +

ENGINE:

TYPE Single, reed-valved, two-stroke
BORE AND STROKE 70mm x 64.4mm
DISPLACEMENT 247cc
COMPRESSION RATIO 7.3:1
IGNITION CDI
CARBURETOR 36mm Keihin
LUBRICATION Pre-mix, 20:1
AIR CLEANER Oiled foam

DIMENSIONS:

FRONT FORKS Showa 37mm, air/oil,
11.8 inches
REAR SHOCKS Showa reservoir, gas-
charged, 11.4 inches
WHEELBASE 56.7 inches
SEAT HEIGHT 37.4 inches
GROUND CLEARANCE 13.2 inches
DRY WEIGHT (claimed) 218.3 pounds

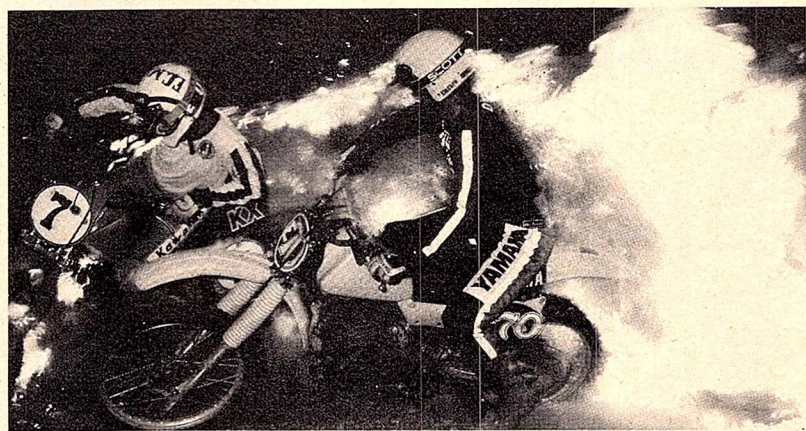
travel on the rear was increased by almost half an inch this year thanks to the new shocks. The shocks have two damping settings. The shock shaft turns until it clicks. It clicks once for light damping and twice for heavy damping. We like the heavy damping.

Honda supplies a quick-detach side-stand with every bike. It is a loop of steel rod that hooks into the footpeg lugs to hold the bike up, but it only works on level ground on a windless day. You don't need a sidestand on a race bike, since it should be up on the milk crate getting loving care between modes.

IS IT THE BEST?

It is the best Honda 250 ever, and certainly a competitive 250 motocrosser. The motor has so much low-end and mid-range punch that the red rocket could double as a trailbike. The new frame results in a better-working handling package, and the improved suspenders mean that you don't have to buy new stuff right away. Face it, the accessory shocks and forks are better, and will make the Honda work that much smoother, but you pay your money! The Honda is leaps and bounds better than any Japanese 250 on the market in 1979, and it sets the stage for the motocross of the '80s. ☐

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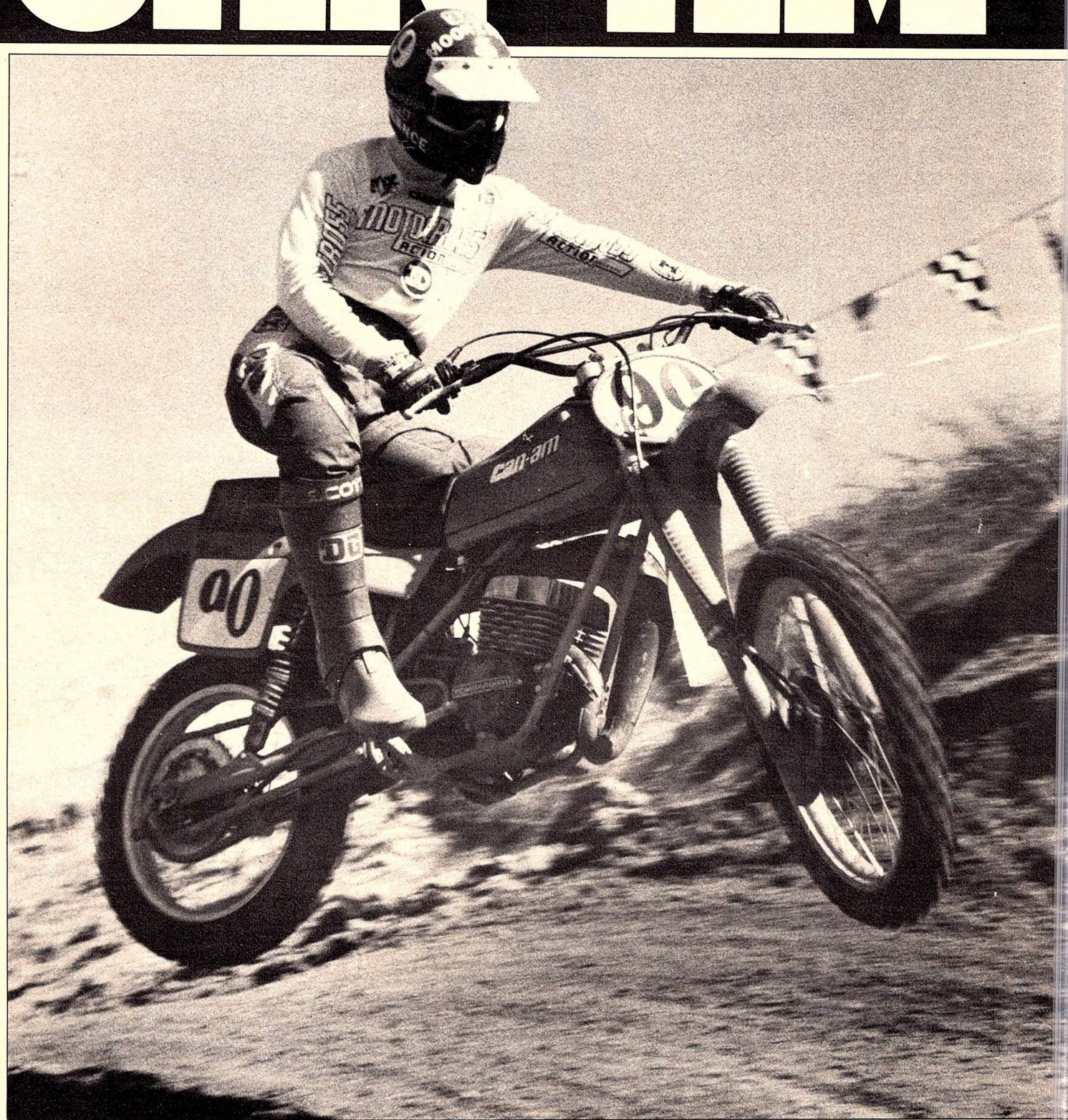
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RACE TEST

CAN-AM



125 MX-6

After three years in the woods

□ The 125 class is a horsepower class. The big bikes have more ponies than the human body can control, so handling becomes the key ingredient, but a one-two-fiver can always use more pounce per ounce. The production king of the horsepower derby has always been Can-Am. So, the new 1980 Can-Am 125 was awaited with baited breath. In the road racing world, the fastest hyper-mini missiles use rotary valve engines. There are very few competitive piston port 125 road racers on the World Championship scene. Can-Am's motocross-bred rotary rocket has the potential to be the fastest thing on the track.

It isn't. Can-Am has not produced a 125 since 1977, and that was simply a remake of an earlier (1974) engine. The decision to produce a 125 motocrosser is a difficult choice for the Canadian firm, because the production cost is almost identical to that of a 250 or 400. The wheels, frame, seat, tank, air box and plastic all come directly from the 250 MX-6. The result is a solid, well-built, durable and heavy 125.

CANADIAN MADE

The Can-Am 125 looks almost identical to the Can-Am 250, but the giveaway is the smallish cylinder, 35mm Marzocchi

forks and S&W shocks. New this year is a special high-breather air intake. The air enters the still air box through scoops behind the front number plate, funnels down the large frame backbone and flows into a foam-covered K&N filter. The new filter and Mikuni carb combo has resulted in easier starting and longer engine life.

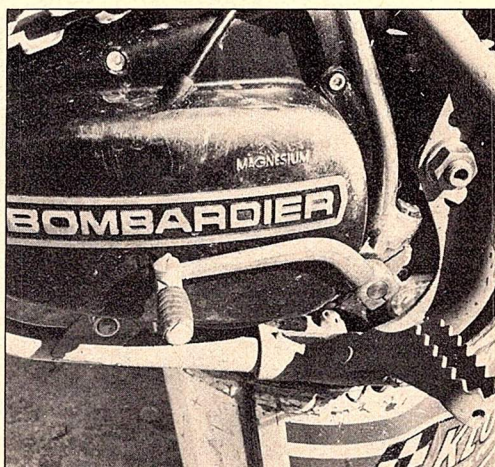
The Mikuni carb rests behind the engine, instead of being attached to the cylinder. The rotary valve is connected to the carb via a 32mm tuned intake tract. The Mikuni is completely out of harm's way, and allows the cylinder to be removed with no fuss.

Because the frame is the 250 unit, it tends to be over-engineered. The addition of the shorter Marzocchi and S&W suspension components results in a fairly low and comfortable motorcycle.

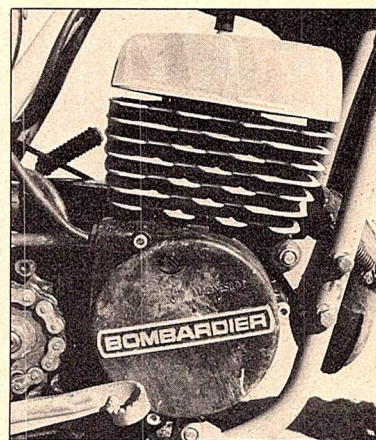
GETTING IT ON

First, you have to convince the other guys on the starting line that you really are on a 125. The seat is nice and plush, and it flows directly into the orange plastic gas tank. The fit is a little too perfect, and over a serious set of whoops the seat can compress a lot farther than the square edge of the tank.

The levers are Magura power-bend



A folding shift lever comes stock, along with Mikuni carb, Sun rims, Dunlop tires and Magura controls.



The 54mm by 54mm rotary valve motor is fast enough to do the job, but a little touchy about staying on the pipe.

CAN-AM 125 MX-6



The Can-Am MX-6 125 is essentially a 250 that had its suspension and motor pre-shrunk.

models, but there is an over-ride problem in the lever design. The cable is pulled outward before it is pulled backwards. The result is that the clutch is harder to pull than it should be. Luckily, the five-plate clutch is easier to pull than the big bikes' six-plate clutch. The new throttle assembly was designed by Bombardier and it has two cams inside. One cam is for a quick-turn throttle, and the other is for a slower enduro throttle. Can-Am even makes their own grips.

At the starting line, your left foot snicks the folding shift lever up into second, and you prepare to take a high flyer at the starting gate. Over the gate you lose the sound of the Can-Am engine amid the snarling pack of buzzing tiddlers. The Can-Am has an amazingly effective disco-jet silencer. It is so quiet that compared to RMs, YZs and KXs it doesn't sound like it is running. Most of the noise coming out of the engine is the normally drowned-out, straight-cut gear whine. Unfortunately, the silencer adds unnecessary weight and takes away some power.

Going up the start hill, you have to concentrate on your shift points, because the noise is no help. The Can-Am holds its own through third gear, and then fades a little. Thanks to the big frame, it absorbs

the bumps well and moves into the first corner in good position.

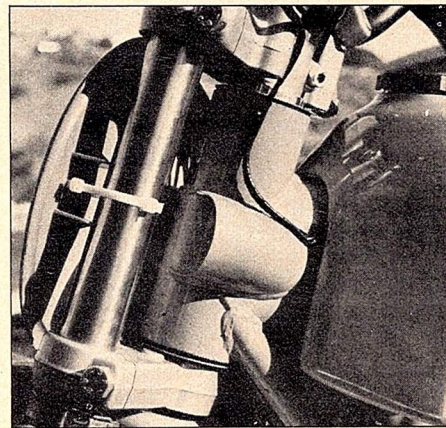
New gears have resulted in a better-shifting Can-Am transmission, which is a good thing, because the 125 MX-6 requires judicious use of the cogs. The ratios could be a little closer together between second and third, but there are plenty of teeth for every situation.

The Can-Am MX-6 is a go-for-it 125. Successful racing requires the rider to keep the R's up and blast through the turns with the carb pegged and his eyes wide open. The 54mm by 54mm bore and stroke are fed by a 34mm Mikuni.

The powerband is fairly flat with a punch just above mid-range. Keeping the bike moving at a winning speed neces-



The side panels by Samsonite have a handy little grabber to make unloading the bike easier. Since it is one of the heaviest 125s around, you need the extra help.



The high-breather air intake hides behind the front number plate. If you wanted to stay on key time you could cross a river. What is key time?

sitates shifting the bike right on top of the power peak. Revving the engine very high does no good. The power drop-off above the punch is immediate. Riding the MX-6 is reminiscent of the days of the ported FMF CR125 racers. Clutching the bike out of slow corners is *de rigueur*. The biggest problem with the Can-Am powerband is that it doesn't have enough low end to pull the next gear in really tight corners. This will only be a problem for Junior and Intermediate riders; a pro will never come down off the pipe regardless of how tight the corner is. The exception to that rule is in traffic. The Can-Am has the speed to do the job, but it doesn't have the flexibility. The power output is too one-dimensional. It consists of buzzing the motor up to rpm, slamming in another cassette, and playing the same song over again all the way around the track. If someone gives you the brake test in a corner, the Can-Am will stumble and come off the pipe, and getting it back on means losing 20 feet to the competition or abusing the clutch.

SUSPENDER FOR YOUR BELT

The forks are 35mm Marzocchis and they are good. The travel is 10.6 inches, slightly less than the competition which uses 38mm legs. The 35mm Italian forks, although small in comparison, don't present any serious flex problems. Careful adjustment of the oil and air pressure will make the forks work flawlessly. The shocks on the other end aren't so promising. The S&W shocks provide adequate damping for about ten minutes of hard riding. For that ten minutes they are decent shocks, but after the time period is up things get a little testy. The big Can-Ams come with Ohlins, but \$300 shocks would raise the price of the little loss-leader 125 to almost \$2000.

The handling is good, thanks to the large frame, but it is hampered by the ex-

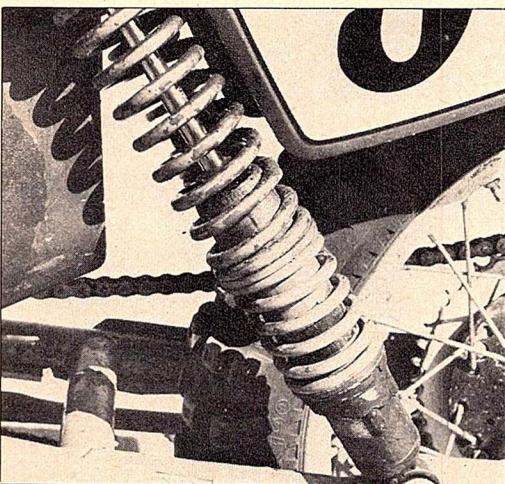
cess weight. The bike weighs 215 pounds sitting on the starting line with half a tank of gas. It is about ten pounds heavier than the other Japanese 125s. The 250 frame has a 58-inch wheelbase, while the 125 has a one-inch shorter gap. The shorter wheelbase helps the quicker-handling 125 make it through the turns.

BITS AND PIECES

The front fender is a Preston Petty, which is about as good as you can get. The

side panels have been redesigned this year to the point where they look like a set of orange Samsonite luggage attached to the sides. The rectangular number plates attract a lot of attention, but none of it admiring. The right side panel has a nifty little handle molded in it for lifting and loading.

The seat is held on with six bolts scattered sporadically under the seat. It takes about 20 minutes to get the seat off. The semi-permanent seat is designed to



S&W shocks are decent for play riding, but not the hot ticket for hard, fast racing. They fade in 10 minutes.



CAN-AM 125 MX-6 SPECIFICATIONS

MAKE Can-Am
MODEL 125 MX-6
COUNTRY OF MANUFACTURE Canada
RETAIL PRICE \$1600 +

ENGINE:

TYPE Single, rotary valve, two-stroke
BORE AND STROKE 54mm x 54mm
DISPLACEMENT 123cc
COMPRESSION RATIO 15.5:1
CARBURETOR 34mm Mikuni
IGNITION Bosch CDI
LUBRICATION Pre-mix, 32:1
AIR CLEANER K&N oiled gauze, foam sock

DIMENSIONS:

FRONT FORKS 35mm Marzocchi, air/oil,
10.6 inches
REAR SHOCKS S&W shocks, 10.4 inches
WHEELBASE 57.1 inches
SEAT HEIGHT 37 inches
GROUND CLEARANCE 12.7 inches
DRY WEIGHT (claimed) 204 pounds

The big-bike frame and 10-inch-travel suspenders make the MX-6 a handler.



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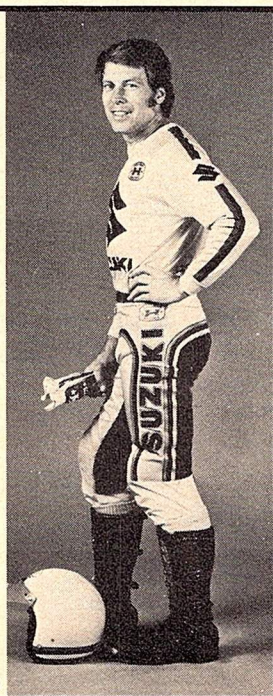
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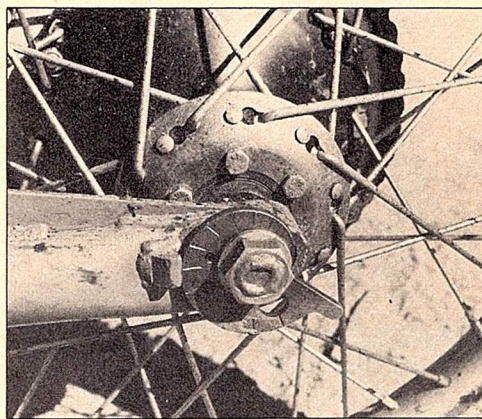
The rear frame loop is missing this year, but has been replaced by a deep-valenced tractor-technology rear fender. It definitely does the job of knocking down the muck.

The chain is 520, and is caressed by stationary rollers. The paint chipped off of our shock springs, making them orange with blue specks, but our shocks were pre-production, and Can-Am will take over the spring manufacturing for the production run.

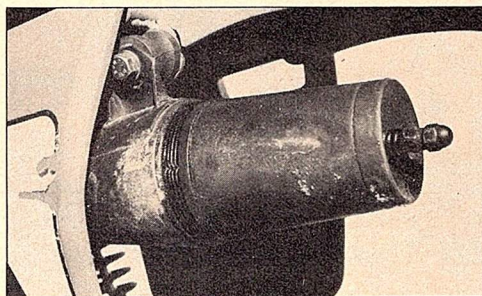
The rear hub is all-new this year. The old hubs used to have the sprocket on the right and brakes on the left. The brake lever had to cross over under the frame. This year the brake and sprocket are on the same side. It makes the brakes easier to operate, clean, and work on. The brake lever is adjustable.

The front brake cable runs down the right side of the front wheel, instead of crossing over like the competition, but the cable is not attached to the fork leg. The cable flexes out into the way of passing bikes and low-flying birds. We taped the cable to the brake anchor arm to eliminate the problem. It should be corrected at the factory.

Our carburetor touched the top of the engine. This was less than ideal. The vibration of the motor would cause the fuel



Eccentric cam chain adjusters help keep the new rear hub in line.



The silencer works really well, but it weighs more than it should and must have its discs cleaned at regular intervals.

MX-6

to froth. The frothing would result in a serious ping and a lean mixture. The bike would even stutter and miss after big bumps. We had to run nylon ties around the Mikuni and attach them to the frame to keep the carb off the motor. The choke lever is virtually inaccessible.

The gas cap has a tendency to pop off. Especially if it is put on too tight. Over-tightening makes the large, round threads wear down. Many Can-Am racers tape the cap on. The seat has *MX-6* stenciled on it in orange, but it looks more like *MK-6*.

FILLING THE STARTING LINES

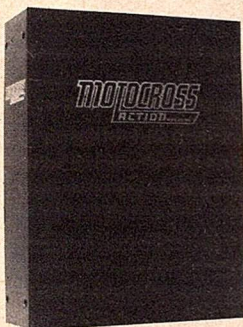
Can-Am is making a 125 to fill out the product line on their dealers' showroom floors. The price of the bike means that sales won't be as brisk as the Japanese models. It will cost several hundred dollars more, but won't offer that much more in performance.

The bike is a decent first effort, after a couple of years' layoff, and Can-Am can begin laying plans for a serious assault in the future. The MX-6 needs a broader powerband, lighter frame and big-bike suspension. As it sits now, it is a hard-to-ride, but fast, 125, that suffers from obvious flaws. It has won the Canadian National Championship in the competent hands of a skilled rider. You can do the same thing, if you accept the obvious, and work with it. □



The MX-6 is a good bike within its limitations: 250 frame, 35mm forks, throw-away shocks and extra pounds.

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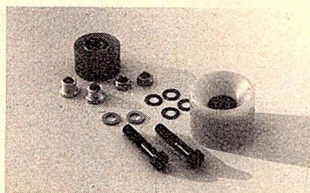
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HOW TO SPECTATE

(continued from page 46)

Successful spectating is an art. If you see a guy with a stepladder at a race, you are looking at a Van Gogh. Give him room, for he is not a mere mortal. If a couple of guys show up with a spray-painted bed sheet that says HANNAH BANANA or SHOW US YOUR... (you get the idea), treat them with admiration. Cuz when mom finds out where they got the sheet, they're gonna pay.

KEEPING TRACK OF THE TRACK

A small, pocket-size spiral notebook, pen and stopwatch can make you the most knowledgeable man on the track. This is the equipment that the Team Managers use to find the subtle differences. Time the differences between one rider and another. When your watch shows that LaPorte is gaining a second a lap on Rocket Rex, casually say, "I think Danny is going to catch him in about five laps." If he doesn't, it won't matter, but if he does be sure to remind everybody that you predicted it.

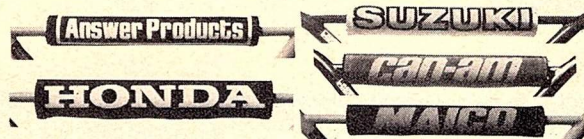
Since there is a lot of lapping at the Nationals, it pays to jot down the top guys every three or four laps. Only the old hands can tell you who is running eighth at a race, and some people have trouble keeping track of third. The note pad will make you the Funk and Wagnalls book of info and facts.

Dust often makes the track hard to see. The solution is to bring your race goggles to the track with you. A little baby oil or filter oil on the foam, and you'll be able to stand right next to the powder berms and enjoy full vision. The track locale can determine the best footwear. Stadiums and loose dirt tracks make clogs or Jap flaps the best choice. The clogs aren't affected by dirt falling down inside (because there is no inside), and can easily be cleaned out. Jap flaps don't work very well in mud races or deep grass and shrubs. Hiking boots or heavy work shoes really can make the difference. Especially in snake country. Tennies are the Trials Universal of footwear, since they provide light weight, traction and comfort.

Watch out for sunburn. A National motocross is no time to try to get a suntan. Protect yourself at all times, and it will make watching and recovering easier

MAKING THE CONNECTION

Bring food with you. As a general rule, the concession stands are overpriced, undernourishing and very crowded. With \$10 ticket prices, making your own sandwiches can save you beaucoup bucks. If you want to save a couple of bucks, buy your tickets in advance if possible. Advance tickets are normally two bucks cheaper, save time in lines and take the worry out of getting there. Don't buy advance tickets and then drag along somebody who hasn't bought a ticket yet. It complicates things.



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A rule of thumb says you should buy the cheapest tickets at a stadium race, and then try and sit wherever you want. The location of the cheap tickets often provides the smart race fan with a pretty hot view if he knows what and where to look.

GETTING AUTOGRAPHS AND INTO THE PITS

The riders don't like to be bothered during the race or while they are getting dressed. The best time to get autographs is before the races when they dribble out in small groups to look at the track before practice. Ask them politely and supply your own pen, and they will oblige you. Don't bother them when they are going to the starting line for their race or going back to the pits after the race. In both cases they are too tense or tired to have their concentration broken. The easiest place to get autographs is at sign-up. Sign-up usually occurs from 12:30 to 2:00 p.m. on the day of a stadium race, or from 3:00 to 5:00 p.m. the day before an outdoor race. Finding sign-up requires some detective work. Race headquarters is normally at a Holiday Inn or a similar hotel that is close to the track. An hour of driving on Saturday morning will turn it up. When you see a million vans and team trucks, you have found it. At sign-up the riders will gladly sign autographs.

By all means try to sneak into the pits. If you don't try, you will hate yourself in the morning. The reason the pits are fenced in and guarded is because large numbers of items are stolen from riders. If you are caught in the pits, you will be escorted out. That is the rule, and it is to protect the riders, but most of the people in the pits have no real reason to be there anyway. If you do succeed in jumping the fence or sneaking in, you should keep moving, stay out of large groups of other gate-crashers, and try to be casual. The bikes are really trick and you should be allowed the opportunity to see them. You'll have to make your own opportunities.

GETTING HOME

The riders and mechanics normally just wait the traffic jam out before they leave the track. It is the easiest way to handle the crowded roads. The second method is to leave before the last moto is over, but that is kind of foolish. The third method is to cut and run. When the checkered flag falls, you hot-foot it across the track, into your car and out the gate. This is dangerous and physically demanding.

At a lot of tracks you can leave the track in the direction of least traffic, even if it's out of your way, take a side road back across, and meet your road a couple of miles up. Sometimes you'll drive 20 miles in the wrong direction, but it beats getting stuck in a 20-minute traffic jam. At least you'll be moving.

If you get home without poison ivy, sunburn, cuts, scrapes, ptomaine or boredom, then you are a first-class, number-one, ace spectator. □



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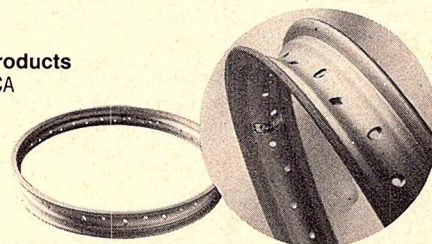
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MA

MAINJET

(continued from page 6)

In the past, all you got for the aggravation of filling out the ballot, questionnaire, envelope and then buying a stamp and mailing it was the satisfaction of voicing your opinion in the choosing of the Rider of the Year. Well... surprise, surprise! Three of you lucky readers are going to win a brand-new 1980 125cc motocross bike for your efforts. Whoever you vote as your rider of the year will, after receiving his award at the Superbowl of Motocross in July, draw three ballots out of this year's entries. A CR125 Honda, KX125 Kawasaki and RM125T Suzuki will be given away according to the luck of the draw. This is our way of saying thanks for reading the magazine and helping make the sport better. You can send in as many ballots as you want, but they have to be official ballots from the magazine. No copies will be accepted, and this isn't a contest. All we ask is that you continue to give your choice for the Rider of the Year your serious consideration. Good luck! ☐

BALLOT and READER SURVEY on pages 17 and 18.

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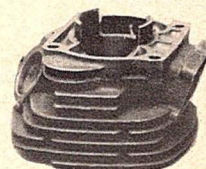
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WHO IS TONY D

(continued from page 49)

needed to get away from the hassles and problems, but I just found myself in a bigger mess," stated Tony with a touch of melancholy. "I would have retired before the Trans-USA series, that was how depressed I was, but things got better. I stopped flying in and out of the races, and spent some time on the road. Kippy Pierce and I started to train and practice together. It all came back to me. It was fun, and that had been missing for the past two years. I was constantly trying to analyze what I had done before that had made me a winner, and what I was doing now that was different. It was a mystery. Now, I know that I didn't do anything different, I just did it better. I was involved. I was having fun. I enjoyed motocross. Thanks to my friends, I have found that simple enjoyment again."

When Tony talks about his friends, you can hear a little resentment in his voice. A *Champion* has more friends than he knows what to do with. There are always people around, and for Tony D. it was no different. His every word was heard, his every question was answered, and his every demand was complied with. Having this entourage of friends is like riding a giant psychological high. The admiring throng is a rooting section and fan club. It makes winners keep on winning. It is a symbiotic relationship that builds the rider's ego to an undefeatable level, while feeding the fans' avarice for success without work.

Tony woke up one morning and they were all gone. Replacing the mobs of autograph-seekers and well-wishers was a handful of loyal fans who wanted to know, "What's the matter?" No one comes around in the pits, the press ignores the malapropisms that they hung around for

just a year or two ago, and friends and business associates become less friendly, and more businesslike. The aura is gone and with it the bubble of enthusiasm that can carry a rider to victory. Hannah was now riding the tide of adulation.

"My sponsors have been good to me. When Can-Am withdrew in the fall they paid me my salary, bonuses, and gave me bikes and parts to continue on. Moto-X Fox was great; both Bob and Geoff Fox have helped me whenever I've needed it. I've been with Full House/Esprit since 1973, and they have provided me with support. I'd like to maintain the good relationship that I have with my sponsors, but I wouldn't blame them if they have lost faith in me."

Sports are not kind to fallen idols, and motocross is no less vicious. Three-time 250 Champion Gary Jones (1972, 1973, 1974) lost his title following a severe ankle injury, and was the victim of derision and snobbery by the riders, press and fans. The young warriors are fighting for a spot on the front lines, and the old generals must be moved out. The cruelty is not unexpected, because both Gary and Tony had to knock someone else off to get where they were.

"There are a lot of things that I see today in motocross that are wrong. The claiming rule decision, the National number allotment, the schedule of events and many little grievances need to have something done about them. I wish I had done a lot of things when I was on top. Now, if I go and complain to the AMA, they won't listen to me," says Tony. Gary Jones was once quoted as saying that the AMA used to come to him and ask him what he thought about a particularly difficult corner. If he said it was dangerous, they would send ten guys out to fix it; now, if he tells them that a corner is dangerous, they ignore him and say, "Hannah doesn't think so!"

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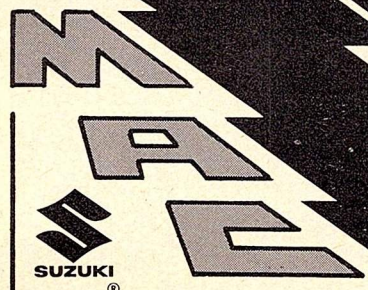
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In Europe the Champions have always looked out for the rights of the privateers. If a dispute came up about a privateer rider, and Joel Robert, six-time 250 World Champion, agreed with the privateer, he would push his bike out in front of the starting gate and refuse to start. It had a startling effect on the FIM's willingness to solve the problem. This contrasts greatly with the American attitude. The National Champions receive \$200 start money at every National, and \$400 in a stadium race. The National Champions are the ones who proposed this rule to the AMA.

At 22 years old, Tony DiStefano must face two possibilities: retire from the sport, or race. He will try to regain his competitive urge and climb his way back to the top. A comeback is not impossible, as Marty Tripes has proved, but it is the more difficult of the two choices.

Coming back means getting in superior shape, maintaining the proper mental attitude, and finding people who will believe in you enough to help. Tony is lucky. Husqvarna believes that he can return to his old form.

Nils-Arne Nilsson, former 125 World Cup winner and Husky Team Manager, says, "In Europe it is not unusual for a rider to have several good years, and then suffer setbacks, especially after an injury. We think that Tony can go fast again, and Husqvarna would like to help him."

Tony believes in himself, too. "It is like

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riding a bicycle. You don't forget how to go fast, you just lose the desire to do it. I want to race. These thoughts about quitting are only flirtations with the negative. I have come to the brink of retiring, and I know it isn't what I want to do. I owe it to the people and fans who have supported me to come back, but even more, I owe it to myself. I am a motorcycle racer!" □

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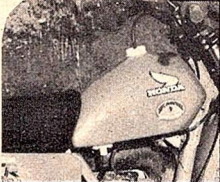
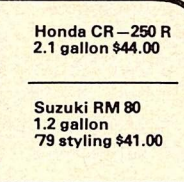
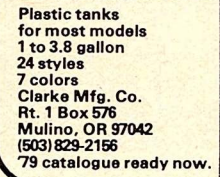
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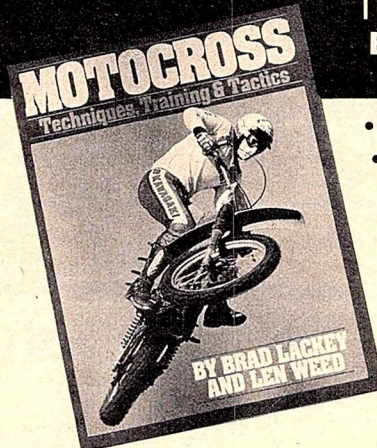
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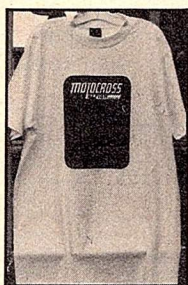


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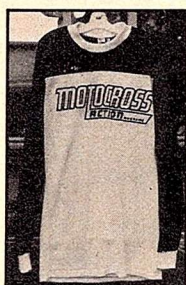
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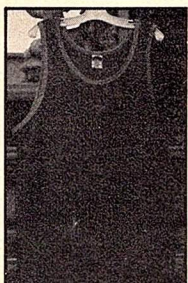
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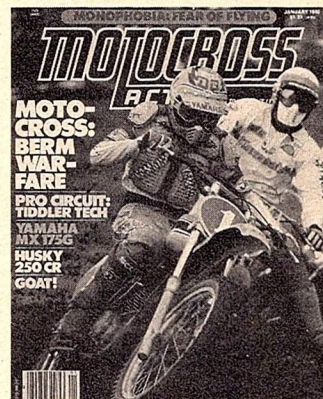
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Paper Training



TO BE OR NOT TO BE... A SERIOUS MOTOCROSS RIDER?

Every aspiring motocrosser goes through the... "I'm gonna get serious about racing" psych. There comes a time when you finally decide to give it that full-on shot to see if you've got what it takes to succeed in racing at whatever level you finally decide to approach it at.

From moving from junior to intermediate, or intermediate to pro, all the way to the Grand Prix circuit, you've got to decide just how much you're willing to dedicate yourself to your goals. Are you willing to stick with it till you attain them? Are they realistic?

If you've decided to go for it and get serious about your racing, then you should check out Roland Arrehn's training manual, simply titled "To be or not to be... a serious motocross rider?" Arrehn is the training instructor for the Husqvarna factory riders' training school, and he offers the aspiring motocrosser the benefit of his years of coaching such notables as Heikki Mikkola, Brad Lackey, Chuck Sun and a host of other top European and

American riders. He explains different training methods, your muscle reactions and functions, and tells you how to set up a program of conditioning and riding for yourself.

Weekly, monthly and yearly charts are included in the back of the book so you can keep track of your progress during a season of racing. He also goes into the body's reactions during racing, offering advice ranging from diet before a race to tips on starting, lines, tactics, and the motivational side of racing.

The book is well worth its weight in gold for its extensive insights into training both physically and mentally for the rigors of a serious attempt at motocross racing. If you're really serious about racing, you'll want to check this book out.

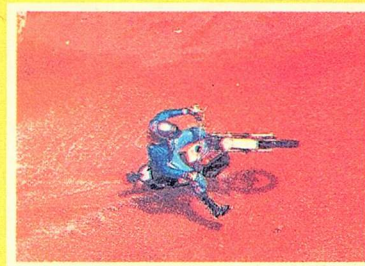
It's available from your neighborhood Husky dealer, or if he doesn't have one, tell him he can order it through Husky Products, attention Jon Stillman, 4935 Mercury St., San Diego, California 92111. □

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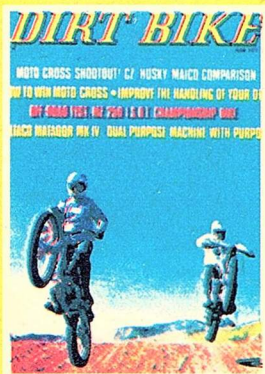


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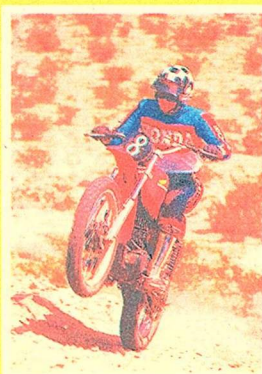
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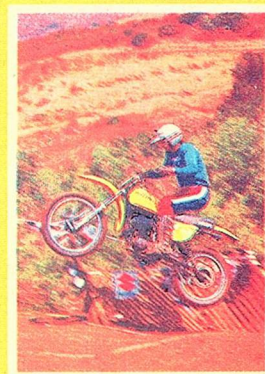
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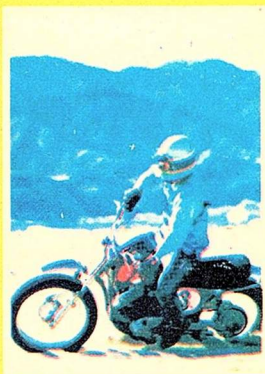


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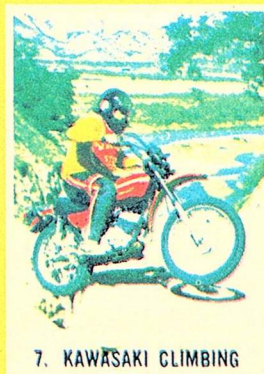


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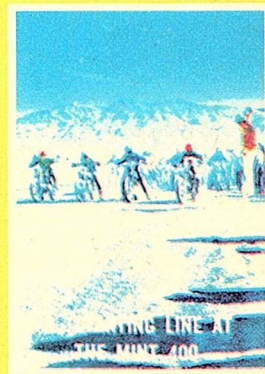


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Berm Shot

Oh boy! Now I can go fishing tomorrow.
I just found a worm.

Photograph by Gred "Nuclear" Neukam

Start one up and of the



Ride with care. Always wear a helmet and protective apparel. Ride only where authorized and respect the environment.

listen to the whine competition.

No wonder the other guys
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All three, RM-125, 250, 400,

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swingarm is extruded aluminum. And the
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things. Big things like the works-type
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Power Reed™ engine, and new straight
rear brake cable.

And little things like improved fenders
and handlebar grips.

But we think we've given the other guys
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